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[a30-1]

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[a1351]

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WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 11.45 p.m.

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Company's Office, Alexandra Buildings, Des
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JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 16th June, 1911. 1223

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Sundays at 9 a.m. and 12.30 p.m. 21st Oct. at 6 p.m.)
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Sundays at 7.30 a.m. and 2 p.m.
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29a

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No. 1 ... 510 ft. 77 ft. 26 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUEA-MARU," 716 tons and 12 knots speed, is always
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Barge, capable of lifting 40 ton weight.

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[a26]

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CANTON KOWLOON RY.

TIME TABLE.

On and after 3rd October, 1911, until further notice.

Previous Time-Tables cancelled.

DOWN TRAINS										UP TRAINS									
STATIONS.	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	STATIONS.	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18
Canton.	dep. 7.55	14.25								Kowloon.	dep. 14.25	8.00	11.30						
Shak Pau.	arr. 8.02	14.32								Hung Hom.	arr. 14.27	8.02	11.31						
Che Pi.	arr. 8.15	14.42								Yau Ma Tei.	arr. 14.31	8.06	11.35						
Wa Chung.	arr. 8.30	14.51								Sha Tin.	arr. 14.40	8.12	11.38						
Nan Kong.	arr. 8.39	15.00								Tai Po Market.	arr. 14.54	8.20	11.43						
Sun Tong.	arr. 8.48	15.10								Fan Ling.	arr. 15.02	8.27	11.49						
Tung Ma.	arr. 8.54	15.15								Shan Chai.	arr. 15.10	8.46	11.49						
Yau Ma Tei.	arr. 8.58	15.19								Yau Ma Tei.	arr. 15.16	8.55	11.50						
Sun Tong.	arr. 9.03	15.28								Fan Ling.	arr. 15.25	9.04	11.59						
Shak Pau.	arr. 9.08	15.34								Shan Chai.	arr. 15.33	9.12	12.00						
Shak Pau.	arr. 9.13	15.44								Yau Ma Tei.	arr. 15.40	9.21	12.07						
Shak Pau.	arr. 9.18	15.53								Shan Chai.	arr. 15.48	9.29	12.14						
Shak Pau.	arr. 9.23	16.03								Yau Ma Tei.	arr. 15.56	9.38	12.21						
Shak Pau.	arr. 9.28	16.13								Shan Chai.	arr. 16.04	9.47	12.28						
Shak Pau.	arr. 9.33	16.23								Yau Ma Tei.	arr. 16.12	9.56	12.35						
Shak Pau.	arr. 9.38	16.33								Shan Chai.	arr. 16.20	10.05	12.42						
Shak Pau.	arr. 9.43	16.43								Yau Ma Tei.	arr. 16.28	10.14	12.49						
Shak Pau.	arr. 9.48	16.53								Shan Chai.	arr. 16.36	10.23	12.56						
Shak Pau.	arr. 9.53	17.03								Yau Ma Tei.	arr. 16.44	10.32	13.03						
Shak Pau.	arr. 9.58	17.13								Shan Chai.	arr. 16.52	10.41	13.10						
Shak Pau.	arr. 10.03	17.23								Yau Ma Tei.	arr. 17.00	10.50	13.17						
Shak Pau.	arr. 10.08	17.33								Shan Chai.	arr. 17.08	10.59	13.24						
Shak Pau.	arr. 10.13	17.43								Yau Ma Tei.	arr. 17.16	11.08	13.31						
Shak Pau.	arr. 10.18	17.53								Shan Chai.	arr. 17.24	11.17	13.38						
Shak Pau.	arr. 10.23	18.03								Yau Ma Tei.	arr. 17.32	11.26	13.45						
Shak Pau.	arr. 10.28	18.13								Shan Chai.	arr. 17.40	11.35	13.52						
Shak Pau.	arr. 10.33	18.23								Yau Ma Tei.	arr. 17.48	11.44	14.00						
Shak Pau.	arr. 10.38	18.33								Shan Chai.	arr. 17.56	11.53	14.07						
Shak Pau.	arr. 10.43	18.43								Yau Ma Tei.	arr. 18.04	12.02	14.14						
Shak Pau.	arr. 10.48	18.53								Shan Chai.	arr. 18.12	12.11	14.21						
Shak Pau.	arr. 10.53	19.03								Yau Ma Tei.	arr. 18.20	12.20	14.28						
Shak Pau.	arr. 10.58	19.13								Shan Chai.	arr. 18.28	12.29	14.35						
Shak Pau.	arr. 11.03	19.23								Yau Ma Tei.	arr. 18.36	12.38	14.42						
Shak Pau.	arr. 11.08	19.33								Shan Chai.	arr. 18.44	12.47	14.49						
Shak Pau.	arr. 11.13	19.43								Yau Ma Tei.	arr. 18.52	12.56	14.56						
Shak Pau.	arr. 11.18	19.53								Shan Chai.	arr. 19.00	13.05	15.03						
Shak Pau.	arr. 11.23	20.03								Yau Ma Tei.	arr. 19.08	13.14	15.10						
Shak Pau.	arr. 11.28	20.13								Shan Chai.	arr. 19.16	13.23	15.17						
Shak Pau.	arr. 11.33	20.23								Yau Ma Tei.	arr. 19.24	13.32	15.24						
Shak Pau.	arr. 11.38	20.33								Shan Chai.	arr. 19.32	13.41	15.31						
Shak Pau.	arr. 11.43	20.43								Yau Ma Tei.	arr. 19.40	13.50	15.38						
Shak Pau.	arr. 11.48	20.53								Shan Chai.	arr. 19.48	13.59	15.45						
Shak Pau.	arr. 11.53	21.03								Yau Ma Tei.	arr. 19.56	14.08	15.52						
Shak Pau.	arr. 11.58	21.13								Shan Chai.	arr. 20.04	14.17	16.00						
Shak Pau.	arr. 12.03	21.23								Yau Ma Tei.	arr. 20.12	14.26	16.07						
Shak Pau.	arr. 12.08	21.33								Shan Chai.	arr. 20.20	14.35	16.14						
Shak Pau.	arr. 12.13	21.43								Yau Ma Tei.	arr. 20.28	14.44	16.21						
Shak Pau.	arr. 12.18	21.53								Shan Chai.	arr. 20.36	14.53	16.28						
Shak Pau.	arr. 12.23	22.03								Yau Ma Tei.	arr. 20.44	15.02	16.35						
Shak Pau.	arr. 12.28	22.13								Shan Chai.	arr. 20.52	15.11	16.42						
Shak Pau.	arr. 12.33	22.23								Yau Ma Tei.	arr. 21.00	15.20	16.49						
Shak Pau.	arr. 12.38	22.33								Shan Chai.	arr. 21.08	15.29	16.56						
Shak Pau.	arr. 12.43	22.43								Yau Ma Tei.	arr. 21.16	15.38	17.03						
Shak Pau.	arr. 12.48	22.53								Shan Chai.	arr. 21.24	15.47	17.10						
Shak Pau.	arr. 12.53	23.03								Yau Ma Tei.	arr. 21.32	15.56	17.17						
Shak Pau.	arr. 12.58	23.13								Shan Chai.	arr. 21.40	16.05	17.24						
Shak Pau.	arr. 13.03	23.23								Yau Ma Tei.	arr. 21.48	16.14	17.31						
Shak Pau.	arr. 13.08	23.33								Shan Chai.	arr. 21.56	16.23	17.38						
Shak Pau.	arr. 13.13	23.43								Yau Ma Tei.	arr. 22.04	16.32	17.45						
Shak Pau.	arr. 13.18	23.53								Shan Chai.	arr. 22.12	16.41	17.52						
Shak Pau.	arr. 13.23	24.03								Yau Ma Tei.	arr. 22.20	16.50	17.59						
Shak Pau.	arr. 13.28	24.13								Shan Chai.	arr. 22.28	16.59	18.06						
Shak Pau.	arr. 13.33	24.23								Yau Ma Tei.	arr. 22.36	17.08	18.13						
Shak Pau.	arr. 13.38	24.33								Shan Chai.	arr. 22.44	17.17	18.20						
Shak Pau.	arr. 13.43	24.43								Yau Ma Tei.	arr. 22.52	17.26	18.27						
Shak Pau.	arr. 13.48	24.53								Shan Chai.	arr. 23.00	17.35	18.34						
Shak Pau.	arr. 13.53	25.03								Yau Ma Tei.	arr. 23.08	17.44	18.41						
Shak Pau.	arr. 13.58	25.13								Shan Chai.	arr. 23.16	17.53	18.48						
Shak Pau.	arr. 14.03	25.23								Yau Ma Tei.	arr. 23.24	18.02	18.55						
Shak Pau.	arr. 14.08	25.33								Shan Chai.	arr. 23.32	18.11	19.02						
Shak Pau.	arr. 14.13	25.43								Yau Ma Tei.	arr. 23.40	18.20	19.09						
Shak Pau.	arr. 14.18	25.53								Shan Chai.	arr. 23.48	18.29	19.16						
Shak Pau.	arr. 14.23	26.03								Yau Ma Tei.	arr. 23.56	18.38	19.23						
Shak Pau.	arr. 14.28	26.13								Shan Chai.	arr. 24.04	18.47	19.30						
Shak Pau.	arr. 14.33	26.23								Yau Ma Tei.	arr. 24.12	18.56	19.37						
Shak Pau.	arr. 14.38	26.33								Shan Chai.	arr. 24.20	19.05	19.44						
Shak Pau.	arr. 14.43	26.43								Yau Ma Tei.	arr. 24.28	19.14	19.51						
Shak Pau.	arr. 14.48	26.53								Shan Chai.	arr. 24.36	19.23	19.58						
Shak Pau.	arr. 14.53	27.03								Yau Ma Tei.	arr. 24.44	19.32	20.05						
Shak Pau.	arr. 14.58	27.13								Shan Chai.	arr. 24.52	19.41	20.12						
Shak Pau.	arr. 15.03	27.23								Yau Ma Tei.	arr. 25.00	19.50	20.19						
Shak Pau.	arr. 15.08	27.33								Shan Chai.	arr. 25.08	19.59	20.26						
Shak Pau.	arr. 15.13	27.43								Yau Ma Tei.	arr. 25.16	20.08	20.33						
Shak Pau.	arr. 15.18	27.53								Shan Chai.	arr. 25.24	20.17	20.40						
Shak Pau.	arr. 15.23	28.03								Yau Ma Tei.	arr. 25.32	20.26	20.47						
Shak Pau.	arr. 15.28	28.13								Shan Chai.	arr. 25.40	20.35	20.54						
Shak Pau.	arr. 15.33	28.23								Yau Ma Tei.	arr. 25.48	20.44	21.01						
Shak Pau.	arr. 15.38	28.33								Shan Chai.	arr. 25.56	20.53	21.08						
Shak Pau.	arr. 15.43	28.43								Yau Ma Tei.	arr. 26.04	21.02	21.15						
Shak Pau.	arr. 15.48	28.53								Shan Chai.	arr. 26.12	21.11	21.22						
Shak Pau.	arr. 15.53	29.03								Yau Ma Tei.	arr. 26.20	21.20	21.29						
Shak Pau.	arr. 15.58	29.13								Shan Chai.	arr. 26.28	21.29	21.36						
Shak Pau.	arr. 16.03	29.23								Yau Ma Tei.	arr. 26.36	21.38	21.45						
Shak Pau.	arr. 16.08	29.33								Shan Chai.	arr. 26.44	21.47	21.54						
Shak Pau.	arr. 16.13	29.43								Yau									

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

On October 12th, at Shanghai, ETHEL MAY, daughter of Penarth, Glam., to REGINALD JAMES MOON.

HONGKONG OFFICE: 10A, DES VOUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 18TH, 1911.

THERE have been many references of late in the Chinese papers at Canton to a scheme for developing Whampoa as a commercial port. It is an old project, recently revived by a wealthy Chinaman from the Straits Settlements, who has enlisted the active interest and support of the Viceroy. His Excellency is reported to have promised that when the scheme is sufficiently advanced, he will move the Central Government to declare Whampoa "a free commercial port." In this connection reference is frequently made to the similar project at Heungchow, close to Macao, which was commenced early last year with a great flourish of trumpets and with every show of official encouragement short of financial assistance. The Heungchow project, however, has proved a fiasco. The place can never become an important centre of trade though it appears to be developing into an attractive residential place for wealthy Chinese who seek more breathing space than the crowded city of Canton can afford. One of the chief aims of the promoters, wealthy returned emigrants themselves, was to attract to the port men of their class who having been accustomed to foreign comforts are averse to returning to the ordinary Chinese town or city where such

comforts are entirely lacking. The scheme was ambitious, but though it was only about eighteen months ago that the Viceroy of the Two Kwang inaugurated the enterprise by "turning the first sod," we hear nothing now of the harbour improvement works which included breakwaters and other costly undertakings. Heungchow was to be "a well-laid-out city with broad streets and foreign buildings for shops and residences; it was to be governed by a municipal council and provided with schools, charitable institutions, police and fire stations, theatre, public gardens, electric light and trains, waterworks, afforestation, chamber of commerce, free libraries, and in fact everything that may tend to public good." All this may come in time, but the discovery that it is practically impossible to convert Heungchow into a good shipping port makes the time when these dreams will be realised appear remote.

A Chinese contemporary referring recently to the Whampoa project, which apparently embraces all the features of the Heungchow scheme, observed that "the ability of Chinese to carry through such undertakings is often questioned by foreign critics who say that the conversion of a barren island into a modern port demands a power of initiative and engineering skill of which the Chinese are alleged to possess very little." According to the authority quoted, the day is past when this could be truly said. Heungchow affords no such convincing proof of this. It was laudable enterprise, and though much of the scheme is destined to fail, we trust the promoters may still be able to create a city which will be a shining example to the provincial authorities and, at the same time bring to the promoters the reward such enterprise deserves. Doubtless there are better chances of success at Whampoa, and while no opposition can be offered by foreign interests to Whampoa being opened to trade on a Treaty-port basis, it is necessary to remind the Canton Government, as well as the promoters, of the bearing of the Canton-Kowloon railway agreement on the project. We see it is suggested that the present commerce of Canton has already outgrown the capacity of the port, and that as traffic over the Canton-Hankow railway develops, some relief will have to be found. That relief, it is suggested, is offered by Whampoa if connected by railway with Canton. The Canton-Kowloon railway affords the best possible relief for any expected congestion of traffic in the Canton river, and it is as well for promoters of the Whampoa enterprise to know that railway communications with Whampoa would infringe and violate certain very important conditions in the agreement under which the Canton-Kowloon railway has been built.

Mr. E. Cornwall Lewis, the assistant Postmaster-general, has been discharged from hospital, and leaves by the a.m. *Leffingier* to-day on twelve months' leave of absence to recuperate.

At the Magistracy yesterday, Mr. Wood sentenced a Chinese to three months' imprisonment and four hours' stocks for breaking and entering the ground floor of 221, Queen's Road West and stealing a coil of rope.

A Chinese who stole \$24 worth of beans from the river steamer *On Lee* on Monday was sentenced by Mr. Haselard at the Magistracy yesterday to one month's imprisonment and four hours' stocks.

There is a report that the Viceroy at Nanking, H.E. Chang Jen-chun, will be re-appointed to Canton, while H.E. Chang Ming-chi will be transferred from Canton to Chengtu as the Viceroy of Szechuan.

H.E. Sheng Kung-pao, Minister of Communications, is reported to have arranged a loan for Yen 6,000,000 from Japan for the purpose of redeeming shares of the Szechuan Railway. The Cabinet does not approve of the loan and proposes to place the matter before the National Assembly.

Steps are being taken in the Philippines to compile "a universal alphabet for Filipino languages." The point emphasised by Dr. Salceby, who is prominently identified with the movement, is that it is desirable to simplify the orthography of Filipino languages by getting separate characters to represent each sound prevailing in the different languages.

It is officially announced (according to the *Japan Gazette*) that Mr. B. C. Howard, the agent in Yokohama to the P.M. S. S. Co., was decorated by the Emperor of Japan with the Fourth Order of the Rising Sun, under date of 7th instant, in recognition of services rendered by him during the Russo-Japanese War in facilitating the transportation of necessities for the Imperial Army and Navy and also on behalf of Japan's shipping trade for many years.

The *Daily Graphic* of the 27th ult. contains pictures of the funeral of Sir Robert Hart at Bishop's Churchyard, Great Marlow.

The slightly decomposed body of a Chinese, about 30 years of age, which had apparently been in the water for some time, was found on the foreshore at Kennedy Town on Monday.

The royal game of cricket is going to be a somewhat expensive sport in Yokohama, unless the boycott started by cricketers proves successful. The Special Committee of the City Assembly has decided to charge two yen per hour for the use of the Yokohama Cricket Ground. The Union formed by twenty-three Japanese Athletic Clubs, it is reported, has resolved to boycott the ground.

Good evidence of the land boom in the Colony is afforded in the prices realised for two blocks of land in Shiu Hing and Gongh Streets, which were sold by auction at the Public Works Department on Monday afternoon. The first lot, of 709 square feet, the upset price for which was \$2,650, was sold to Mr. Ng Pak To for \$4,540. The upset price on the second lot was \$27,000, and after keen competition it was disposed of for the handsome price of \$43,650. Messrs. Wang Man To and Foc Sik being the purchasers.

At the Marine Magistrate's Court yesterday Commander Beckwith, R.N., fined the master of a ballast boat \$3 for failing to exhibit a light on his craft while at anchor in the harbour between sunset and sunrise. He also fined two launch coxswains \$5 apiece, and another two \$3 each, for failing to blow three short blasts on the whistles of their launches to mean, "my engines are going full speed astern," when such signals were necessary. A sculler who was found on board the German steamer *Prinz Waldemar* without permit from the master or officer in charge was fined \$50, the alternative being two months' imprisonment with hard labour.

A recent San Francisco paper says: "Because the curfew of her figure were not as Customs Inspectors Sadie Adams thought they should have been Mrs. H. E. Ehrenfels (of Hongkong), who arrived here on the liner *Korea*, was taken to a private waiting room on pier 44 and there 'frisked' for contraband dress goods by the said Sadie. No contraband was found." A previous search in the trunks of Mr. and Mrs. Ehrenfels revealed among the contents dutiable goods not mentioned in the declaration made prior to the search. The additional duty amounted to about \$100, which Ehrenfels was allowed to pay on his explanation that the articles had been packed by his wife and that their omission from the declaration was accidental.

Another Japanese newspaper has come under the censor's ban in Korea. This is the *Asahi*, certain issues of which have been prohibited from circulation or sale. The correspondent of the *Asahi* remarks that the General Administrative Inspection Department in the Government-General has not yet avowed from its dreams. The second of a series of articles, entitled, "On the Sole Governor-General of Korea," which were published in the *Asahi* on the 10th and 11th instants, has been considered by the authorities to be detrimental to the public peace, and the usual prohibition has been issued. The correspondent points out that these articles exposed certain evils that undoubtedly exist. He declares that the suppression of free speech in the peninsula is more outrageous than ever.

The Tokyo Municipal Electric Bureau has announced a scheme for the installation of one million electric lamps in the city. Plans and estimates are to be submitted to the Municipal Council. According to the proposal the installation is to be completed in two years, the cost being estimated at 20 million yen. As to the financial source, it is contemplated appropriating 10 million yen out of 80 million yen to be raised by the issue of municipal tramways purchase bonds, the balance being met by temporary loans. The *Nichi Nichi* asserts that the scheme has been advanced to cope with the second extension contemplated by the Tokyo Electric Light Company in competition with the electric light business started by the Municipality.

A FOREIGN LOAN FOR KWANGTUNG.

La Journal de Pékin publishes particulars of a loan agreement concluded between the Viceroy of Kwangtung and a financial group composed of the Banque de l'Indo-Chine, the Hongkong and Shanghai Banking Corporation and the Deutsch-Asiatische Bank. The contract was made on August 31st last for a loan of five million dollars, Hongkong currency, bearing interest at 7 per cent. The money is to be paid in monthly instalments of a million dollars, and repaid in five years. Tithe revenues are assigned as guarantee. The object of the loan is the amelioration of the industrial and commercial situation in the province of Kwangtung.

PASSENGER JUNK FOUNDERS.

The master of a licensed passenger junk has reported to the police that while on a voyage to Canton, and when off Lungkoteu at eight o'clock on the night of the 14th instant, he altered his course to avoid collision with an unknown launch. By so doing his junk struck a rock and foundered in five fathoms of water. One member of the crew was drowned. The estimated value of the junk was \$1,000, and she carried a cargo consisting of marine delicacies, coal and general goods valued at \$10,000. There was no insurance on the junk, but the cargo is said to have been insured for \$250 in the Yangtze Insurance Co. for which Messrs. Shewan, Tomes & Co. are the agents.

THE CENTRAL CHINA FAMINE.

The following telegram was received last week by the Secretary of the Central China Famine Relief Committee from Rev. T. J. Preston, Changshu, Hunan:—
"River steadily falling, flooded district still largely inundated, eighty thousand people homeless, some can return in the spring; others homesteads completely destroyed. Very meagre fall crops in high lands. Thirteen thousand famine sufferers here fed by people of the city. Best form of relief—money, rice obtainable."

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE / SERVICE]

THE REVOLUTION.

CHINESE FLEET ARRIVES

AT WUCHANG.

PEKING, October 17th.

The Official "Gazette" states that all the Provinces are quiet except Hupeh and Szechuan.

Admiral Sah arrived at Hankow yesterday with eight gunboats and informed the Foreign Consuls that he would endeavour to the utmost to conduct the bombardment of Wuchang without endangering the Concessions.

[THROUGH REUTER'S AGENCY.]

BRITISH SUBJECTS ORDERED TO LEAVE HANKOW.

Reuter's correspondent at Hankow wires that in view of the possibility of severe fighting, the British Consul has ordered all British subjects to leave Wuchang, Hankow and Hankow.

Railway traffic suspended. Reuter's correspondent at Peking says it is officially announced that passenger traffic on the Peking-Tientsin railway ceases to-morrow. This, he says, may cause a panic, as the stoppage is absolutely unnecessary.

BLAMING JAPAN. The semi-official Press at Peking are trying to make out that Japan is at the bottom of the revolution in Wuchang.

THE AMERICAN LEGATION GUARD. Reuter's correspondent at Peking states that the American Legation Guard is being reinforced by ninety marines from Manila.

ITALIAN CRUISERS FOR CHINA. Three of the fastest Italian cruisers have been ordered to hold themselves in readiness to proceed to China.

DYNAMITE ON THE SOUTHERN PACIFIC RAILWAY.

WAS IT A PLOT TO ASSASSINATE PRESIDENT TAFT?

LONDON, October 17th. A San Francisco telegram states that 36 sticks of dynamite were found beneath a bridge on the Southern Pacific Railway between El Capitan and Gavista, just before President Taft's train passed yesterday morning.

An investigation has been opened.

SEVERE FIGHTING IN MOROCCO.

HEAVY SPANISH LOSSES.

LONDON, October 17th. Ferocious Moorish attacks have been made on the Spanish positions at Kertiver. The Spaniards were taken by surprise, and the Moors crossed the river in face of their artillery fire and attacked them furiously. The Spanish losses, especially of officers, are undoubtedly severe, but in the official report they have been minimised.

THE LITHGOW STRIKE RIOTS.

LONDON, October 17th. Reuter's correspondent at Sydney wires that three leaders of the Lithgow iron strikes of September 6th were each sentenced to fifteen months' imprisonment with hard labour for inciting the strikers to rioting.

Another rioter was sentenced to three years' imprisonment for attempting to wreck a train.

CANDIDATE FOR U.S. PRESIDENCY.

LONDON, October 17th. Reuter's correspondent at Chicago wires that the Convention of Progressive Republicans has endorsed the candidature of Senator La Follette for the Presidency.

THE MEDITERRANEAN WAR.

GARRISONING TRIPOLI.

LONDON, October 17th.

Reuter's correspondent at Tripoli wires that some of the expeditionary troops are going to garrison other coast towns, especially Benghazi, Tobruck and Derna.

TURKISH OFFICERS SURRENDER. Italian telegrams report that 150 Turkish officers have surrendered in Tripoli, and it is believed that the Turkish troops will shortly surrender, despite orders from Constantinople.

ITALIAN DESTROYER WRECKED. An Italian destroyer struck a reef entering Tripoli on Friday, and is now a total wreck.

A TURKISH MOVE.

A Rome telegram states that the *Tribuna's* correspondent at Massowah reports that a considerable Turkish force is assembling at Moka, and it is feared that a dash to the British coast is contemplated.

A CONTRADICTION. It is denied that the Kaiser sent for the Italian Ambassador.

THE TURKISH COAST LIGHTS. The Foreign Office has informed Lloyds that all the Ottoman lighthouses, including those in the Adriatic and Red Sea, are extinguished by order of the Porte.

TURKISH FLEET SAILS. The *Daily Mail* correspondent at Gallipoli says a division of the Turkish fleet sailed yesterday morning for an unknown destination.

POWERS CEASE MEDIATION EFFORTS. Reuter's correspondent at Vienna says it is semi-officially announced that the Powers have ceased their efforts towards Turkish mediation, seeing no prospects of success, as Italy is apparently determined on the absolute annexation of Tripoli.

TURKS DRIVEN OFF. Reuter's correspondent at Tripoli wires that the Turks on Sunday night attacked the Italian entrenchments at Bumeliann Wells.

They divided into two parties, and with two guns maintained a desultory fire.

One Italian soldier was wounded.

The hot fire of two Italian regiments drove the Turks off.

AEROPLANES ARRIVE. Four aeroplanes have arrived at Tripoli and will be immediately used.

ABOLISHING THE POSTAGE STAMP. In our day the mail traffic of large business concerns has swollen to gigantic proportions, and even the simple labour of affixing stamps requires a special clerical staff. "No wonder, therefore," says the *Unchuan*, "if the problem has been considered how the stamp could be abolished altogether without prejudice to the interests of the post office. Proposals of this character have not been wanting; as for instance, in Bavaria, since February 1, 1910, large consignments are simply stamped with a postmark at the post office, the operation being carried out by machinery. In this way the post office has saved the expense for paper and the printing costs for ten million stamps, while the business world has economized time and money, for affixing stamps to one thousand letters requires about an hour and a half of time.

"This method of treatment, while fairly satisfactory, is still primitive. We can easily imagine a much better system worked out some-what along the lines of a gas or water meter, the letter being simply placed in a machine, and stamped with a postmark which serves at the same time as receipt for postage and as record of the date, etc. The machine would be inspected periodically by the post office in just the same way as the consumer's gas or water meter is inspected, and his bill would be paid as usual."

A COMPARISON OF DEATH-RATES.

The following paper by Dr. W. Marshall Philip, the Medical Officer of Health, Colombo, was laid on the table at a recent meeting of the Colombo Municipal Council:—

Although the death-rates of the several large port towns in the Tropical East may not be strictly comparable, they are of some interest, so I send them to you. They are the latest available. We may be bad here, but there are others worse!

DEATH-RATE PER 1,000 IN 1910.

Colombo 23.0 corrected for non-residents.
Calcutta 25.6 crude.
Bangkok 3.8 crude.
Bombay 35.1 corrected for non-residents.
Penang 37.1 corrected for non-residents.
Madras 39.8 crude.
Singapore 42.9 crude.

N.B.—None of the other towns have corrected for age and sex. The Colombo rate corrected for age and sex was 25.7. The crude rate was 28.8 per 1,000.

LOCAL SPORT.

HONGKONG FOOTBALL CLUB.

SIX-A-SIDE COMPETITION.

The following teams have been selected to take part in the annual six-a-side competition:—
R. J. Brown (Capt.), A. T. Hamilton, C. Wilkie, C. N. S. Walker, N. V. Croncher, D. S. Cheesman, E. W. H. Graham, O. S. Rowe.

H. L. O. Garrett (Capt.), Altholison, R. F. Long, E. J. Gill, F. H. Kew, R. Stubbs, S. Hore, W. A. Wilson.
J. McCabbin (Capt.), I. Goldenburg, W. H. Vireash, W. Hedley, H. J. Jones, C. C. Stark, F. R. Mann, M. M. Meas.
R. C. Barlow (Capt.), B. Chapman, H. C. Lowick, H. H. Taylor, A. Vireash, W. Smart, C. N. Albert, H. Goldenburg.

(Wayfong) W. Ross (Capt.), J. C. Roberts, W. M. Sutherland, F. R. Ormiston, G. Fitzgerald, K. R. Ford, H. G. Hegarty, A. C. Leith, R. P. Thurfild, J. C. Gillon Ferguson.

(Taikoo) J. D. Dauby (Capt.), J. Griffin, C. C. Hinkling, P. Willis, A. N. Joseland, T. J. Fisher, J. McDonald, C. Blaker, H. S. Kennett, A. B. Herdman.

(Ewo) J. Higdon (Capt.), H. W. Moon, E. B. Clarke, D. Campbell, N. L. Bailton, M. Bailton, D. R. McKeanie, G. H. Bowker, W. G. Goggin.

LIST OF FIXTURES.

Monday, Oct. 23: Barlow v Garrett

Tuesday, Oct. 24: Dauby v Brown

Wednesday, Oct. 25: McCabbin v Ross

Thursday, Oct. 26: Barlow v McCabbin

Monday, Oct. 30: Garrett v McCabbin

Tuesday, Oct. 31: Dauby v Brown

Wednesday, Nov. 1: Brown v Barlow

Thursday, Nov. 2: Barlow v Ross

Monday, Nov. 6: Garrett v Dauby

Tuesday, Nov. 7: Brown v Ross

Wednesday, Nov. 8: McCabbin v Brown

Thursday, Nov. 9: Barlow v Dauby

..... Ross v Garrett

CRICKET.

The 88th Company R.E.A. and Army Ordnance Corps were engaged in a friendly fixture on Monday last, at Happy Valley, the result being a draw greatly in favour of 88th Coy.

The Artillery batted first and declared at 201 for five wickets. Lieut. Paris 67 not out, Captain Clapham 38, Lieut. Wiltshire 29, Gunner Golding 25 and Gunner Driver 19 were responsible for the runs.

Set with the impossible task of winning, the A.O.C. played for a draw, which they succeeded in accomplishing, time being signalled with their score at 57 for five wickets, Sergt. Osman contributing 27 of this total. Lieut. Wiltshire was in good form with the ball for the R.E.A., sending down seven overs, five of which were maidens, and securing 3 wickets for 5 runs.

THE HONGKONG FIRE BRIGADE.

GOVERNOR'S APPRECIATION.

The following despatch from the Governor, dated 14th instant, has been received by Captain F. W. Lyons, Superintendent of the Fire Brigade:—

"I shall be obliged if you will communicate to the officers and men of the Fire Brigade who took part in the annual parade yesterday my appreciation of the smartness and efficiency with which the competitions and drills were carried out.

As a former amateur fireman with the London Brigade, I take a special interest in the work.

Special credit is due to Mr. Macdonald, who gives his time as engineer to the Brigade, and to Mr. Lane, to whose instructions the corps owes its efficiency.

The floats, as is right in a great port like Hongkong, were especially effective, and they can be relied upon to maintain the highest standard under the care and control of Commander Beckwith.

Next year we shall have a motor-tender and new leaders, and the rapidity with which the Brigade can be on the spot will be immensely increased.

ASSAULT ON A FOREIGN LADY IN KOBE.

On Friday afternoon, the 6th instant, a serious assault was made on a foreign lady walking on the hills just behind the T. T. Hotel, Kobe, says the *Japan Chronicle*. It appears that the lady, who is a visitor to the port, left the hotel with her daughter to take a short walk on the hills close by. Soon after starting, the lady noticed that a young man was following them, but she took no notice, not dreaming that he was following them for any particular purpose. After walking for a short distance, the lady stopped with the intention of taking a photograph. The young Japanese indicated that a better view could be obtained a little further on, and the lady went to the point indicated, which was on the edge of a steep cliff, followed by the Japanese. Standing close to the edge, the lady was arranging the camera in order to get a good picture when the Japanese suddenly rushed at her, dealing her a sharp blow on the back with some weapon, and giving her a strong push, apparently with the object of sending her down over the cliff. Fortunately the lady was not near enough to the edge of the cliff to be easily pushed over, and she turned round on her assailant, who on seeing her open her handbag and take something out, made off as fast as he could, evidently thinking that she was armed, which she was not.

Although much alarmed and shaken by this unpleasant experience, the lady and her little daughter quickly made their way back to the hotel. A doctor was sent for, and it was found that the lady had been stabbed in the back with some instrument, and was bleeding from the wound.

It is to be hoped that the lady's cowardly assailant will be traced by the police. Meanwhile, foreign ladies should take warning, and not venture unprotected on to unfrequented paths over the hills.

SHIPPING NOTES.

Captain Somerville, who before he went Home on leave had command of the *Fatchan*, has upon his return gone back to his old ship, the *Taming*. Captain Pennefather, who has had charge of the *Taming* since Captain Somerville left her, will take command of the *Kaifong*, and Captain Salford of the *Kaifong* will return to Shanghai.

A paragraph in our yesterday's issue mentioned that the *Mimosa*, which was to leave Yokohama for Hongkong at 10 a.m. on Friday (6th inst.), was delayed in port owing to a strike among her Chinese crewmen. The number of strikers is sixty. As to the cause of the strike, says the *Japan Gazette*, it is reported by the Harbour Police that one of the firemen was struck by an officer, and this so increased the firemen that sixty out of ninety men landed and refused to return to the steamer. The Harbour Police, receiving instructions from the local representative of the company, summoned about forty of the strikers to the station, and endeavoured to persuade them to return to the steamer. Captain Garlick referred the matter to the American Consul-General, but in the absence in Tokyo of Mr. Sammons, the question was taken up by the acting Chinese Consul in Yokohama.

A report received at Tokyo from the Japanese Embassy in Washington states that a steamship company has been formed in New Jersey with the object of opening a steam service between ports on the Atlantic and Pacific coasts via the Panama Canal. The company is called the Pacific-Atlantic Steamship Company, and the capital is fixed at \$15,000,000.

The *Asahi* states that the Department of Communications, which, as already reported, has been making investigations with a view to opening a subsidised steam service to the South Seas, has now finally decided to establish services between Singapore, Java, Sumatra, Borneo, New Guinea, Celebes, and the Philippines. The estimate for the subsidy to be granted in this service has been included in the Budget for next year.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for to-morrow. The business includes the following:

QUESTIONS.

Hon. Mr. H. E. Pollock, K.C., has given notice of the following questions:—Has the Government received any, and if so what, reply from the Right Honourable the Secretary of State for the Colonies to the unanimous request of the Unofficial Members made in this Council on the 1st of June last, that the Military Contribution be fixed at the annual sum of one million dollars?

Will the Government lay upon the table the correspondence which has passed between the Government and the Secretary of State and vice versa in connection with the aforesaid request?

Can the Government give the Council any further information with reference to the establishment of a wireless telegraph station in this Colony?

When will the detailed returns of the Census, which was taken in May, be published?

ORDERS OF THE DAY.

First reading of a Bill entitled, An Ordinance to apply a sum not exceeding Five million eight hundred and ninety-nine thousand seven hundred and seventy-one dollars to the Public Service of the year 1912.

First reading of a Bill entitled, An Ordinance to amend the Foreign Offenders Detention Amendment Ordinance, 1911.

First reading of a Bill entitled, An Ordinance to amend the Merchant Shipping Amendment Ordinance, 1899, and certain Ordinances amending the same.

First reading of a Bill entitled, An Ordinance to amend the Defence Contribution Ordinance, 1911.

First reading of a Bill entitled, An Ordinance to amend the Liquors Consolidation Ordinance, 1911.

First reading of a Bill entitled, An Ordinance to provide for a more effectual control over Societies and Clubs.

First reading of a Bill entitled, An Ordinance for further promoting the Revision of the Law by repealing certain parts of enactments which have ceased to be in force or have become unnecessary.

First reading of a Bill entitled, An Ordinance for further promoting the Revision of the Law by amending certain errors contained in, as well as the language used in, the Ordinances now in force.

First reading of a Bill entitled, An Ordinance for promoting the General Revision of the Law by repealing certain enactments which have ceased to be in force or have become unnecessary, by amending certain other enactments which stand in urgent need thereof, and by incorporating certain amending Ordinances in their respective principal Ordinances.

First reading of a Bill entitled, An Ordinance for the Incorporation of the Trustees of the Union Church at Victoria in this Colony.

Committee on the Bill entitled, An Ordinance to amend the Arms and Ammunition Ordinance, 1900.

THE REVOLUTION.

NARRATIVE OF EVENTS.

The Northern newspapers to hand by yesterday's mail contain little news of the revolutionary outbreak at Hupoh that has not already appeared in our telegrams, but the following extracts will doubtless be perused with interest:—

JAPANESE CONSULAR TELEGRAMS.

Mr. A. Ariyoshi, Japanese Consul-General at Shanghai, received the following telegram:—

Hankow, October 12th.

Order at Wuchang has been altogether disturbed, and Chinese warships are firing intermittently. Hanyang has been occupied by the Revolutionists. The China-town in Hankow is also disturbed, and there are no business transactions, and no paper-money in circulation. The Foreign Settlements are under the protection of volunteers and a naval force has been landed. There are no Japanese in danger. Women and children are ready to leave Hankow.

Later.

The Insurgents are increasing in force more and more. They have placed batteries on the Tach-pien-shan hills and are exchanging fire with Chinese men-of-war. The Government mint at the China-town at Hankow was set on fire. Shih-kow-ting prison is destroyed.

Business is entirely stopped and the people fleeing.

The whole of the Chinese soldiers hitherto stationed on this side of the river have joined the insurgents. Cruiser *Tsushima*, the flagship of the Japanese Third Squadron, arrived here at 1 o'clock this afternoon, and Admiral R. Kawashima assumed command of the international forces. The defence scheme of the foreign settlements has been decided, and it is arranged that the foreign settlements shall be protected by the volunteers of their respective nationality, while the marines from the foreign warships will be divided up to protect each Consulate. The whole of the Japanese at Wuchang have withdrawn to Hankow.

Another telegram said:—

General Chang Piao, who was erroneously reported to have been killed, was met by a party of foreigners just outside the city gate under escort of a small bodyguard, and by means of a steam launch he joined the Viceroy on board a Chinese gunboat.

General Chang told the party that the mutineers consisted of the whole of the Artillery, Engineers, and two battalions of Infantry, while there were only four battalions of Infantry remaining loyal. As the rioters occupied the principal gates and placed guns on the walls, communication within the city was very dangerous. The General added that the foreign residents will not be molested.

On the same day the Nishin-Kisen Kaisha received the following from their office at Hankow:—

Two battalions of Artillery, four battalions of Infantry, Engineers and Transport joined the Revolutionaries and placed guns on the Sheshan (hill). They bombarded the Viceroy's yamen and other official buildings. They occupied the Government Mint, as well as the military store, and fully occupied Wuchang in the afternoon of the 11th October. Nearly all Japanese in Wuchang took refuge in Hankow. There was a great conflagration at Wuchang last night, and there was also a fire outside the city gate.

The Rebels occupied the Hanyang Steel Works and Arsenal. Many rebels entered Hankow and occupied Tachimen in China-town.

The headquarters of the loyal troops is at Kiangnan Station, where they are waiting the arrival of reinforcements from Honan. Upon the arrival of Honan troops there will be a collision between the government troops and rebels in the area between the two railway stations, namely, Tachimen and Kiangnan. The Japanese have organised volunteers and have taken precautions jointly with other foreigners.

The *Tai-maru's* departure has been postponed till midnight of the 12th for the Japanese refugees, and if the Consul-General orders a further postponement her departure will be further delayed.

Telegrams from Chinese sources gave the following particulars:—

When the Hupoh troops joined the Revolutionists, Li Yuan-hung with his men went to the Telegraph Office first and destroyed the telegraph office so as to prevent any alarm being sent out from Wuchang.

The telephone office for Wuchang and Hankow has been destroyed by the Revolutionists, thus cutting the communication between the two towns.

It is reported that the Revolutionists are breaking the Peking-Hankow Railway line to prevent the arrival of reinforcements from the North.

The Hanyang Arsenal captured by the Revolutionists contained 48 Krupp guns, several tons of thousands rounds of ammunition, rifles for cavalry and infantry numbering over 20,000, with three million rounds of ammunition.

The Hanyang Steel Works are not touched by the Revolutionists, on condition that the promise not to supply anything to the government troops is observed.

In the evening of the 12th October the Revolutionists entered Hankow from Hanyang and Wuchang and held the narrow streets. The business people are not disturbed. The Taoist of Hankow took refuge aboard a warship and the government bank has been looted.

About three thousand Revolutionists entered Hankow and the garrison and police fled. The Revolutionists held the telegraph office and are not allowing communications with officials.

THE REBEL PROCLAMATION.

A Hankow telegram to the *Ostasiatischer Lloyd* on the 11th inst. stated:—

The revolutionaries in Wuchang have published a proclamation threatening that those who are concealing the officials or who injure foreigners, treat merchants unfairly, interrupt commerce, or slaughter, burn or fight the foreign volunteers of Hankow, will be beheaded.

The proclamation further promises that all those who supply the revolutionaries with food or ammunition, who will protect the foreign concessions of Hankow, guard Christian churches, or give information to the headquarters of the rebels about the movements of the enemy, will be rewarded. The proclamation is dated the eighth moon of the fourth thousand, six hundred and ninth year of the Huang Dynasty of Hupoh.

The revolutionaries have established a general army of the people.

FOREIGN WARSHIPS AT THE SCENE.

There were five foreign men-of-war in Hankow on the 12th inst., viz., the *Thetis* and *Nightingale* (British), a Japanese gunboat, the *Patrol* (German), and the *Villalobos* (American). Two others were due to arrive there the following day, viz., the U.S.S. *Helena* and a Japanese gunboat. H.M.S. *Brandy* was already on her way to Hankow from Chinkiang. H.M.S. *Kinsale* received orders to leave Shanghai for Hankow, and the French gunboat *Deities* and H.M.S. *Woodark* have also left.

The British Commander-in-Chief, Sir Alfred Wintle, was present in Hankow, on board H.M.S. *Alacrity*, at the time of the outbreak.

The *Monmouth*, *Newcastle* and *Adriatic* hurriedly left Yokohama on the 13th.

A SENSATIONAL ARREST AT SHANGHAI.

Last Thursday evening Mr. Gabriel Isaac Shkury was brought before Mr. G. W. King in H.B.M.'s Police Court, at Shanghai, having been arrested on a charge of giving false evidence in the U.S. Court for China. Only evidence of arrest was taken, this being given by Detective Sub-Inspector Burnside, after which the accused was remanded in custody.

The following morning the accused was again brought before the Court, the charge against him being as follows:—For that he, on the 14th day of November, 1910, at Shanghai, by a written statement on demand of F. M. Brooks, instituted by him in the United States Court for China at Shanghai, and during the hearing of the said Court of the said action, did falsely testify on his own behalf that he had sold 300 Anglo-Java shares to one W. Ash with intent to mislead the said U.S. Court and to the perversion of the administration of justice.

Mr. R. E. Gregson appeared to prosecute on behalf of the Crown Advocate, while the accused was represented by Mr. J. C. E. Douglas.

Accused was again remanded, the magistrate offering to liberate him on bail, accused himself and two sureties—British subjects—of \$3,000 each.

In H.B.M.'s Supreme Court at Shanghai the Cathay Trust Co. are claiming from Mr. Shkury Tls. 62,643.00 with interest at 8 per cent. against the defendant as the maker of a promissory note dated 29th June, 1910, payable to the Cathay Trust Co. of \$100,000.

Principal Tls. 62,643.00; Interest Tls. 3,356.97; Total Tls. 66,999.97; and costs at \$315.25.

Mr. E. S. Moberly Ball appears for plaintiffs and Mr. Shkury is represented by Mr. J. C. E. Douglas.

The affidavit of defendant reads:—As a promissory note in the writ filed herein was one of the documents signed at the time of the settlement of the Shanghai Stock Exchange in June, 1910, in connection with a special arrangement then made for the carrying through of that settlement. The full terms of that arrangement and the circumstances thereof cannot shortly be set out in an affidavit.

(2)—Neither on the date of the said alleged promissory note nor at any other time have I myself received any monies from the plaintiffs and I deny that I am indebted to the plaintiffs in the said sum as alleged.

(3)—The said alleged promissory note was not given for valid consideration and I am advised that I have therefore a good defence to this action.

ETERNAL EINA.

VIOLENT, PERIODIC ERUPTIONS.

The giant Etna, or Typhoeus, to whom the ancients attributed the violent outbursts of Mount Etna, is again in angry mood. Every four or five years, on an average, he assumes a vengeful mood, but it is much longer intervals that he causes rivers of lava to flow over and devastate the vineyards and houses at the mountain's base.

When aroused to the height of his fury, as in 1669, 1693, 1792, 1872 and 1892, his havoc has caused the ruin of whole cities and changed the course of history.

These dates are landmarks in European events, but since 1892 the mountain has generally given sufficient warning to enable the greater number of the people to seek safety.

While not wishing to minimize the disasters caused by recent eruptions, it has always seemed that the reports have been overcoloured by local alarmists. When analysed the so-called "rush of the lava tide" is found to be a comparatively low and meandering stream from which escape of foot has been easily possible to all but the halt and lame.

Where the greater terror lies is in the discharge of heavy showers of cinders and ashes. How comes it, asks an American paper, that a mountain possessed by this evil earth spirit exercises such a fascination for the tourist that he regularly risks his life to ascend its heights, and for the settler that he as regularly returns to the cultivation of its base?

For tourists, it can be said that every one from Homer to Professor Frobenius has been driven to rhapsodies by the "Mount of Mounts," so named as much for its history as for its singular beauty. As for the settlers, the explanation lies in the fact that the agent of devastation is also the agent of marvellous fertility in the soil. Some have likened this richness to the bait employed by a devouring monster.

On the summit there is a heavy fall of snow and rain, and contrary to what might be expected, this does not give rise to numerous streams. The small stones and cinders absorb the moisture, and springs are only found on the lower slopes. Sufficient water is retained by the cinders to support a rich vegetation wherever the surface of the lava is not too compact to be penetrated by roots.

Thus the awful loss of life which occurs from time to time represents man's loss of what he is willingly stake in a great gamble with nature. As in other gambling, it is the man who comes after the downfall of others who reaps the reward; but, to continue the figure, he, too, has only to play long enough and he will lose all.

THE MANCHURIAN PROBLEM.

THE ONE SOLUTION.

[BY PUTNAM WEALE IN THE LONDON "DAILY TELEGRAPH."]

III.

The situation being such as has been described, first from the general international standpoint, and second, from the more particular Russo-Japanese standpoint, it seems plain that there is one thing above all others on which Chinese efforts in Manchuria should immediately be concentrated, it is on questions of finance—first, the primitive question of currency, and then the more complicated question of a general Manchurian Budget, which will harmonize taxation and expenditure, and oppose an effective modern system to the alien forces in the country.

In no part of the Empire has currency been in such a chaotic condition as in Manchuria. For many years, in certain parts there were actually no coins at all, not even copper cash—the entire business being conducted on a basis just one stage above primitive barter, a credit system which was pernicious because it was grounded not on currency, but on commodities. Conditions have been lately improved by a large importation of copper coins, subsidiary silver, and even silver dollars; but the absence of token coins is still so marked, and primitive ideas show themselves still so conspicuous, that banks, such as the modern Bank of Communications, issue silver dollar notes promising to pay bearer not one silver dollar, but ten ten-cent pieces! A region that measures its wealth in a petty subsidiary coinage, that is admittedly badly minted and debased in value, is deserving of the worst censure.

Were Gresham's Law an infallible law, this debased currency should have swept the country clear of all sound currency, such as Japanese yen notes and Russian rubles. But this law, although applicable in ordinary circumstances, proved the very opposite in Manchuria, thanks to the existence of that formidable *imperium in imperio*, the Manchurian railway system, which knows no money but its own.

Thus, to all intents and purposes, not only does the present defective Chinese currency penalize the people, but it imposes them to far greater political dangers, by allowing the rapid extension of these alien currencies, which are becoming more and more highly prized because they are based on sound finance, not on mere makeshifts. Furthermore, so long as there is no sufficient stock of minted Chinese money, neutral European banks—themselves powerful guaranties of the open door—cannot be expected to open offices in Manchuria. Had there been in Manchuria even the relatively small circulation of silver dollars which there is in the other eighteen provinces, agencies would have been opened long ago at the principal marts of Harbin, Changchun, Mowden, and Newchwang. It has become absolutely essential that silver dollars and subsidiary coins, to the gross amount of at least \$2 per head of native population, or, say, forty million dollars in all, be put at once into circulation; and that the forced retirement of all the heterogeneous mass of paper money, such as tiao-notes, merchants' transferable drafts, and subsidiary silver notes, be forthwith ordered.

MEASURES OF CONSOLIDATION.

This means nothing less than that the whole of the new Chinese currency reform must be directed first of all to Manchuria, where modern methods have become, for political reasons, so vitally essential. A proper banking scheme must go hand in hand with more currency reform; and in this one matter there are years of hard and conscientious work. The capital of the only two modern Chinese banks—the Taiching Government Bank and the Board of Communications Bank—is at present wholly concentrated in the province of Manchuria, and that they, as at present constituted, are expected to manage the internal finance-work of an immense Empire in the throes of modernisation is ridiculous.

The second point which demands treatment equally urgently is the question of the complete policing—so distinguished from mere garrisoning—of the country on a modern basis. A Manchurian Mounted Constabulary—of precisely the same nature as, for instance, the Canadian Mounted Police or the Italian Carabinieri, is urgently needed. Taking the latter illustration as a peculiarly useful comparison at the present moment, it may be mentioned that the Italian Carabinieri, consisting of some 25,000 men, cleared Italy of a brigandage much older and better established than Manchurian brigandage, and speedily won that confidence in law and order which is precisely what is needed at the moment all over Manchuria.

A mounted military police, distributed in chains or posts in every part of the country and centralised in the Viceroy's seat—Mowden—would soon secure the execution of Article II. of the Chiao-Japanese Treaty, and thus immeasurably strengthen China's hand. A Chinese commission of study could not do better than proceed abroad, enlisting skilled technical aid in the establishment of the necessary training centres in Manchuria.

The third point, which is equally urgent, if the future is properly measured, is the question of Chinese emigration to Manchuria—their assisted emigration. A proper Government department is required which will steadily fertilise and extend the vast resources of a region which is as extensive as France and Germany combined, by the simple method of directing a great stream of emigration on to the unoccupied land from the more congested provinces. This will be the best monetary investment it is possible to find—in the modern world, as in all times, the greatest riches are made by men, whom China has been so long in every way, and in every sense, of starving.

The most generous estimate gives Manchuria to-day a population of only 20,000,000; there is room for 100,000,000 and more; and, remembering that modern frontiers are formed by flesh and blood, and nothing else, it will be at once apparent that every extra million of men that go into the country will increase China's strength and resending power immeasurably.

NEED FOR THE ENGINEER.

These three points are undoubtedly the essentials which demand immediate attention—finance, police, and emigration. Automatically they will bring in their train that astounding progress which has marked Canada's last years of development. But hardly less important is the need of better communications throughout the country. Vast regions are still virtually isolated, save during the winter months, when the rude trails which do service as roads are frozen over. A system of light railways, independent of the present system, or of any future trunk system, is certainly needed; and, in proportion as the strength of the country grows, so should the means of rapid intercommunication be improved. Likewise it should be borne in mind that in Manchuria there are few or none of the prejudices which linger in many of the older provinces, and, therefore, in the two also room for instant action. In the matter of agriculture, some progress has been made already in experiment work, but it is an open question whether the Government should not have recourse at once to the methods adopted with

such success by Russia in Siberia—that is, of becoming a dealer on a large scale in agricultural machinery, and in securing the general introduction of that machinery among the peasantry by inaugurating a system of gradual payments. In Northern and Western Manchuria large model farms could be very successfully established.

Similarly, in the matter of mining, it is senseless not to take the bull by the horns and promote modern mining, not by a system of concessions, which has proved so unsatisfactory in China, but by a claims system. By making it a *sine qua non* that registration of companies can only be effected in Peking, and Chinese jurisdiction be admitted in the articles of association, the beginning of a *modus vivendi* might be secured which could eventually be extended all over the Empire, and lead, not only to a great development of Chinese wealth, but to a great development of Chinese political strength as well. China should learn a lesson from Japan's signal failure in this field, where excessive protectionism has made the introduction of neutral capital next to impossible, and thereby directly arrested what should be in the modern world a normal and far-reaching growth.

Mining in Japan is utterly unimportant compared with the development it has received in Europe and America, and unless mining becomes important in China for general industrial expansion will be directly impeded, whilst a new and profitable source of taxation will be left untapped. That a proper beginning on a modern basis should now be made in Manchuria is, moreover, a political necessity.

CHINESE POLICY ON ITS TRIAL.

While the truth of all this need not be doubted, it is now amply evident that in the last analysis, as the writer has already insisted again and again, the solution of the Manchurian question is no longer a local question—that is, a question of this or that improvement, of this or that activity—but a question of pure Peking politics. That is to say, Manchuria is destined to be the inflexible touchstone by which the success of the Peking Government as a modern governing instrument will be coldly tested. A plan needs to be now to be publicly laid down, which will secure that in a single decade—before 1923—the currency, the complete system of railways, the army, will be in full working order. In the modern world the one argument that counts is the argument of readiness. Every access of strength in Peking will be automatically reflected in Manchuria; every sound move in Peking will weaken the forces which make for disintegration, and strengthen the forces of conservation; every honest word will find its resonant echo in the banks of the Yalu as on the banks of the Amur, and tend to revive these spacious days when the decrees of a Chien Lung were not only listened to with awe from the deserts of Mongolia to the stamps of Annam, but also unhesitatingly obeyed. Finished will then be those dreary times when the meticulous attention devoted to some petty question by the highest officers of the Chinese State awoke the derision, not only of satirists, but of the simple-minded as well, and only in the long periods of some unperceptive traveller, whose footsteps had blindly guided him to a land falsely held to be steeped in unfathomable mystery, will it be possible to recover a confusing impression of vanished treaty port and leased territory days, with their vain talk of spheres of influence, of inalienable rights belonging to medievalism and only to medievalism. Modernisation is all that is required—rapid modernisation.

Of course there are springs of order, the order based on the proper development of inalienable ethical rights. A general admission that this is so, that the curtain must be rung down on stupid days, is already growing. When every one at last openly admits it even the brain of a Moltke could not conceive of a militarism which would deny it. "There is somebody more clever than Monsieur Voltaire," said Talleyrand, "deut tout le monde." And with that great statesman's dictum it is well to end.

CHINESE IN BRITISH COLUMBIA.

The movement for the establishment of a library for the Chinese in this city is interesting of itself, but it is even more interesting when you think of what it implies. There are growing up in British Columbia a number of Chinese youths, of whose intelligence and natural ability there can be no doubt. They are studious, industrious and sober. They know the value of money and are early taught the importance of acquiring property. They are native-born subjects of His Majesty and as such Canadians as birth alone can make any man Canadian.

This important fact cannot be disposed of by ignoring it, and the question arises, What is their status in the community going to be? Suppose one of these young men applies for admission as a student in law and surgery, and is refused on the ground that he has no objection to being raised, and if so, upon what grounds? If one of them demands to be put upon the voters' list, shall his name be placed there, and if not, upon what ground will it be left off? If the province refuses to franchise them, will the Dominion do so, or vice versa? If the second generation of native-born Chinese are denied the full rights of citizenship, shall the denial extend to the third generation? These are questions that will have to be settled before many years. They are not urgent, but they will become so, and we record what is being done for the intellectual development of these people, it is just as well to keep in mind that they are not likely to stop at a demand to read our books.—*Victoria Colonist*.

SIR ROBERT HART'S SUCCESSOR.

A Correspondent writes to the *Times*:—"The late Sir Robert Hart's position of Inspector-General of the Chinese Imperial Maritime Customs will, it may be assumed, be filled by Mr. F. A. Aglen, who has been Acting Inspector-General since May of last year. Although Chinese machinations in the past few years have imported an element of doubt as to her ultimate intentions regarding the Customs administration, one thing is certain, that as long as British trade predominates at the Treaty ports an Englishman must be head of the service."

"Mr. Aglen has shown marked ability during the period in which he has been acting Inspector and has won the confidence of the hundreds of foreign assistants by the manner in which he has stood by their interests. A strong man was necessary to maintain European prestige in the Customs control after the efforts during 1909 to undermine it, and Mr. Aglen, as far as his duties have allowed, seems to have satisfied the nations interested and at the same time to have avoided offending the susceptibilities of the Chinese. He recently took a prominent part in arranging for the transfer of the Chinese Post Office from the Customs to the Ministry of Communications. It would be well, perhaps, and would make his task easier, if his authority could now be strictly defined, for since he took up his second position there has been in the background at all times the Native Board appointed in 1906. Hitherto the two officials constituting that board have betrayed no intention of interference with the service in any direction, but they may some day feel inclined to do something to justify their existence, and in that event the awkward situation of 1906 would be repeated."

INTIMATIONS

BROWNING'S OLD TOM GIN.



An Ideal Drink for Summer.

SOLE AGENTS:

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

[50]

Chas. J. Gaupp & Co.

Have Just Received a New Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising:—

SILVER CUPS, PRESENTATION PLATE, TEA SERVICES, CUTLERY, FISH KNIVES and FORKS.

DRESSING CASES with SILVER FITTINGS, LEATHER HAND-BAGS, and WALLETTS, BAZOIRS.

[256]

JAPANESE POST OFFICE AS DEBT COLLECTOR.

It is now possible in Japan to collect money from debtors, who have been able to keep out of reach of their creditors.

Particulars are left with the General Post Office, either in Tokyo or Yokohama, where the address and amount due and the P. O. officials will try to effect the collections making the following charges:—

On amounts from:—

1 yen to 3 yen charge .03

4 " " " " " .05

5 " " " " " .06

10 " " " " " .10

Every additional 100 yen after the first charge of 05. This system similar to the bank collection by drafts made in America, is very successful in Japan as the debtor will be more apt to pay when an official from the Post Office presents the claim, than he would when merely a letter is sent requesting a settlement. Yokohama Chamber of Commerce Journal.

THE BRITISH NATIONAL ANTHEM

We are only gradually becoming accustomed to the use of the phrase, "King Emperor," but the frequency with which it is used, says the *Times of India*, suggests that everyone is making a dash to be quite familiar with the sound and look of it before His Majesty arrives in India. Like many compound phrases, it is often mistaken for a compound word, which is not the same thing by any means, and this confusion has led to some curious results. On several of the bomb programmes that one sees nowadays in Bombay may be seen the extraordinary line "God save the King Emperor." Has the music of the national anthem been changed as well as the words? We have not noticed the alteration, and can only suppose that the local band-masters have devised a way of pronouncing Emperor as one syllable. For ourselves we prefer the old fashioned "God save the King," and imagine that our preference is quite consistent with loyalty and with etiquette. The matter ought to be settled one way or another, or we shall have half the school children singing "God save the King" and the other half singing "God save the King Emperor" to the great bewilderment of Their Majesties when they go to look at them.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: Press Code: A.B.C. 5th Ed. Letter.

NEW ADVERTISEMENTS

PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held MONDAY, the 23rd day of October, 1911, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Kennedy Town, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale	Lot No.	Locality	Boundary Measurements	Comp. Area	Annual Rent	Upst. Price
1	140	Kennedy Town	140 feet by 140 feet	1,000 sq. ft.	\$100	\$100
2	141	Kennedy Town	140 feet by 140 feet	1,000 sq. ft.	\$100	\$100
3	142	Kennedy Town	140 feet by 140 feet	1,000 sq. ft.	\$100	\$100
4	143	Kennedy Town	140 feet by 140 feet	1,000 sq. ft.	\$100	\$100
5	144	Kennedy Town	140 feet by 140 feet	1,000 sq. ft.	\$100	\$100

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. on the 18th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 17th October, 1911.

WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms. Care of "Daily Press" Office, Hongkong, 3rd October, 1911.

ROYAL GEORGE HOTEL, HAIPHONG ROAD, KOWLOON, HONGKONG.

THE above place is being thoroughly renovated and refurnished, and will be opened on the 1st November, 1911, as a Family and Residential Hotel, under an entirely new and experienced European Management. Board and Lodging for single individual Do. Do. per month \$65 to 95, per day \$3 to 4. Board and Lodging for married couple Do. Do. per month \$100 to 145, per day \$4 to 6. Rooms can be booked now, by applying at the above Hotel, or at H. BUTTONE & SON'S Hongkong Store, No. 33-4, Queen's Rd. Cent. Hongkong, 12th October, 1911.

G. R.

SANITARY BOARD WARNING.

THE SANITARY BOARD desire to call the attention of the community to the fact that TYPHOID Fever is somewhat more prevalent in Hongkong than is usual at this time of year. This disease is conveyed by polluted food and drink, and the public are warned therefore to be specially careful to avoid unfiltered drinking water, unboiled milk, raw fish, raw vegetables and food which may have been polluted by flies. By Order,

W. BOWEN-BOWLANDS, Secretary, Hongkong, 10th October, 1911.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken Hongkong, 31st July, 1907.

JUST UNPACKED!

BEST AND MOST RELIABLE ARTICLE

"CAREICKOO,"

SOAP SHRUNK

Shirts, Pyjamas and Blouses; ALSO Silk and Woollen Flannels.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Hongkong, 7th October, 1911.

PUBLIC COMPANIES

GULU-KALUMPONG ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st October, 1911, both days inclusive. By Order of the Directors, LOWE, BINGHAM & MATTHEWS, Colonial Register, Hongkong, 7th October, 1911.

SOENGEI RAMPANG RUBBER COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of this Company will be held at No. 8A, DES VŒUX ROAD, Hongkong, on THURSDAY, the 2nd November, 1911, at 4.30 p.m., for the following purposes, viz.:

1. To receive and consider the Balance Sheet;
2. The Report of Directors.
3. To fix the Directors' Fees and retiring Auditors' Fee, to elect Auditors for the ensuing year, and to elect a Director.
4. To transact any other business that may arise.

Notice is hereby given that the TRANSFER BOOKS of the Company will be CLOSED from the 19th October to the 2nd November, 1911, both days inclusive.

By Order of the Directors, C. N. G. WALKER, Secretary, 8A, Des Vœux Road, Hongkong, Dated 16th October, 1911.

FOR SALE

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock. WREATHS with Glass Shades from \$4 up. BROWN, JONES & Co., 41, Morrison Hill Road, Telephone 423, Hongkong, 18th October, 1911.

FOR SALE.

YACHT "CASTLE PEAK" sails, anchors, accessories. On View C. Y. C. anchorage. For particulars apply, Mr. OTTO KONG SING, Solicitor, 12, Queen's Road Central, Hongkong, 16th October, 1911.

FOR SALE.

DEBBINGTON, 7-Roomed House, Peel Road, beautiful situation. For Terms, apply to—C. SCHROTER, Care of Messrs. GARRICK, BOKNER & Co., King's Buildings, IIIrd, Hongkong, 10th July, 1911.

AUSTRALIAN BUTTER.

There is Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm and cold as ice.

THE

DAIRY FARM CO., LTD.

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

of all kinds

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS

D. QUELLARAM,

56, Queen's Road, Hongkong, 2nd October, 1911.

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906.

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

NORDDEUTSCHE LLOYD, MELBOURNE & Co., General Agents, Hongkong, 16th October, 1911.

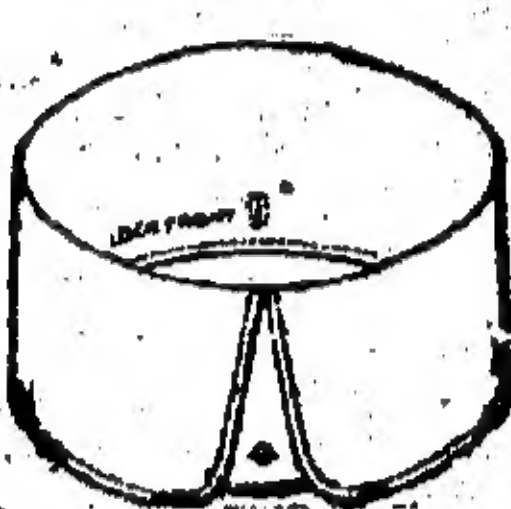
INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97.)

SPECIAL VALUE IN BLUE SERGE SUITS from \$35.00 the suit.

DONEGAL and HARRIS TWEEDS FOR SPORTING SUITS.



The "CRAWFORD" Collar Perfect Fit and Comfort

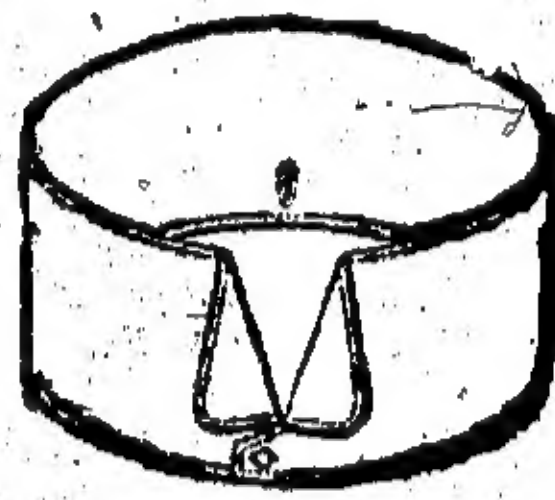
in 1/4 sizes.

1 1/4, 1 3/4, 2, 2 1/4, 2 3/4 inches deep.

The "LANFORD" Collars for Day and Evening Wear.

in 1/4 sizes.

2, 2 1/4, 2 3/4 inches deep.



LANE, CRAWFORD & CO.

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 126 Hongkong, 27th January, 1910.

SUN TING

SURGEON DENTIST

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE

Consultation Free. Hongkong, 31st September, 1905.

NOTICES TO CONSIGNEES

FROM NEW YORK.

THE H.A.L. Steamship

"VANDALIA" Captain Meisner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 21st inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office, Hongkong, 16th October, 1911.

NORDDEUTSCHE LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD, MELBOURNE & Co., General Agents, Hongkong, 16th October, 1911.

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000
Subscribed ... 1,125,000
Paid Up ... 552,000
RESERVE FUND ... 325,000

HEAD OFFICE:

40, Threadneedle Street,

LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Kanchi, Rangoon, Colombo, Kandy, Galle, Singapore, Penang, Kota Bharu, Kelantan, Kuala Lumpur, F.M.S. Hongkong, Shanghai.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND,

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under:—

For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "

F. C. MACDONALD,

Acting Manager.

Hongkong, 14th July, 1911.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS:—

STERLING \$15,000,000 at 2/—=\$15,000,000

SILVER ... \$15,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

G. H. MEDHURST, Esq.—Chairman.

E. SHELLEY, Esq., Deputy Chairman.

F. H. ARMSTRONG, Esq., F. Lieb, Esq.

Andrew Forbes, Esq., W. L. Patterson, Esq.

G. F. FRIELAND, Esq., Hon. Mr. C. H. ROSS.

C. E. GUBBEY, Esq., H. A. SIEBS, Esq.

G. R. LAURENS, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB.

MANAGER:

Shanghai—H. E. E. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,

Chief Manager.

Hongkong, 5th October, 1911.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,300,000
RESERVE FUND ... \$1,025,000
RESERVE LIABILITIES OF PROPRIETORS ... \$1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

WM. DICKSON,

Manager, Hongkong, 2nd May, 1911.

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, 24th January, 1911.

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital—Fl. 15,000,000—(\$1,250,000)
Paid up Capital Fl. 12,401,050 (\$1,033,421)
Reserve Fund Fl. 3,252,157.01 (\$271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRAGON BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 3 1/2 per annum.
6 do. 3 1/4 do.
3 do. 3 1/4 do.

C. WOLDRING, Manager.

No. 8, Des Vœux Road Central.

Hongkong, 15th August, 1909.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Swatow, Taiwan, Anping, Kobe, Fuzhou, Canton, Nagasaki, Tokyo, Foochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE:

3, DES VŒUX ROAD.

Interest allowed on Current Accounts

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000

RESERVE FUND ... Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

AUCTION

PUBLIC AUCTION.

MESSESS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION.

On MONDAY, the 30th day of October, 1911, at 3 o'clock at their Sales Room, No. 2, Des Voeux Road Central.

The Furniture, Fittings Assets and Effects of the **KING EDWARD HOTEL**

and the Goodwill of the business as a going concern.

Comprising the necessary and Valuable Hotel business carried on by the late Mr. DRUMMERBY DORABEY NOWBORN under the style of THE KING EDWARD HOTEL together with the benefit of the Leases of Portions of Royal Buildings and Prince's Buildings hereinafter mentioned. The premises occupied by the Hotel and the accommodation is as follows:

1. ROYAL BUILDINGS.

(a) Ground Floor (c) Ground Floor and First Floor (d) Five Upper Floors and (e) Top of Fifth Floor, all disposed as follows:—

(a) UNDERGROUND—partitioned off into (i) Two Spacious Godowns one used for Storing Liquors, Wines, Aerated Waters, Mineral Waters, Cigars and other Bar supplies and the other for Storing Passengers' baggage and also effects belonging to the Hotel of which there is a Large Stock in reserve (ii) a Room for Storing empty bottles (iii) a Large Room for Company and (iv) Two Rooms for Godown coolies (v) a Carpenter's Workshop and (vi) an open space in which a Salt Water Pump with a Wall is laid.

(b) GROUND FLOOR—is divided into two Sections, namely, (A) Offices and (B) Bar. (A) Offices—(i) Booking Office with Counter (ii) Manager's Office adjoining (iii) a spacious Hall with Tables and Seats for visitors—all of which are in front while at the back two Private Offices and a Telephone Room.

(B) Bar—contains (i) Bar with counter and Cash Register, all fitted up in first class style, with three Billiard Tables complete (ii) Lavatories and Urinals with Hot and Cold Water Pipes for Wash-Basin, all up-to-date Fittings.

(c) Between Ground Floor and First Floor—two Compartments—(i) Private Bar and (ii) Dressing Room.

(d) FIRST FLOOR—Comprises (i) Two Large Dining Rooms (ii) One Pantry (iii) One Carving Room with Heating Range (iv) Kitchen with Cooking Range complete (v) Baker's Room and (vi) a space with Boiler for Hot Water.

(e) SECOND FLOOR—has (i) Reception Room (ii) Private Dining Room (iii) Writing Room (iv) One Large Room with two Billiard Tables and other suitable Fittings (v) Tea Room (vi) Clock Room and a number of Subsidiary Rooms as follows:—

One Ladies' Lavatory. One Gentlemen's Lavatory. One Ladies' Bath Room. One Gentlemen's Bath Room.

Two Spare Rooms for use of servants and for keeping sundries. Rooms I to VII and V to VII can be used as Bed Rooms.

(f) Upper Floors—No. of Bed Rooms, Lavatories, Bath-rooms, Spare rooms for servants, etc.

3rd Floor 9 1 Ladies' 2 Gent's 2 2nd Floor 9 1 Ladies' 2 Gent's 2 4th " 9 1 Ladies' 2 Gent's 2 5th " 19 1 Ladies' 3 Gent's 4

The Bed Rooms on these Three Floors with such of the Rooms on the Second Floor as are convertible as Bed Rooms make 43 Bed Rooms in all. The Billiard Room can also be used as Bed Room.

All the Lavatories are of the latest pattern and the Bath Rooms are equipped with First-class Atlantic Baths.

(g) Top of Fifth Floor are Chinese Kitchen and Servants' Hall.

A Fire Escape runs from the roof right down to the Ground Floor outside.

Each Floor has a Telephone Room.

With the above will be sold the benefit of the Original Lease of Portions of Royal Buildings upon which the above premises are situated dated the 23rd day of October, 1905, for a term of 14 years from the 1st day of September, 1905, and for a further term of seven years from the expiration of the said term of fourteen years at a Monthly Rental of \$1,716.67 and taxes which amount to approximately \$223.16 per Month.

2. PRINCE'S BUILDINGS.

Consist of (i) Ground Floor with Underground Godowns now to be let to the Medical Hall—and (ii) Three Upper Floors disposed in the following manner:—(a) Ground Floor is divided into Two Sections, namely, A and B. Section A is let to the Bank of Taiwan upon an agreement for Lease which will expire on the 30th day of September 1912, at a Monthly Rental of \$600 inclusive of taxes—and Section B is let to Emil Nieldhardt carrying on business as The Medical Hall upon a sub-lease which will expire on the 30th day of September 1917, at a present Monthly Rental of \$500 for the first two years of the said term and the Monthly Rental of \$600 a Month during the remaining 3 years and at the Monthly Rental of \$700 for the remaining 2 years 2 Months and 17 days of the said term inclusive of taxes. Full particulars of these sub-leases can be supplied by the Undersigned.

(1) Upper Floors—No. of Bed Rooms, Lavatories, Bath-rooms, Spare rooms for servants, etc.

1st Floor 9 1 Gent. 2 Gent's 3 2nd " 9 1 Ladies' 2 Gent's 3 3rd " 9 1 Gent. 2 Gent. 3

Of the 27 Bed-Rooms on the above Floors certain Rooms are let to MESSRS. JOHNSON, STOKES & MASTER, Solicitors and Notaries, upon a sub-lease which will expire on the 30th day of September 1917, at a Monthly Rental of \$350.00 exclusive of taxes. Full particulars of the above sub-lease can be supplied by the Undersigned.

On the Second Floor is a Chinese Kitchen for the use of servants while on the Third Floor there is accommodation for the Hotel Watchmen.

With the above will be sold the benefit of the Original Lease of Portions of Prince's Buildings upon which the above premises are situated dated the 12th day of August, 1909, for a term of eight years from the 1st day of October, 1909, at a Monthly Rental of \$1,750.00 and taxes which amount approximately to \$227.50 per Month.

The Assets and Effects comprise the Valuable and up-to-date Furniture, Fittings and Fittings, Cutlery, Glass and Crockery, Table Linen and Electric Installation (Lights and Fans) in and upon the above premises and all other paraphernalia now in and upon the said premises used thereon for the carrying on of the said business, an inventory of which may be inspected at the Office of the Undersigned.

A Publican's Licence has for many years been held by the late Proprietor's Nominee and the Present Licence will (subject to the transfer being approved by the Licensing Board) be transferred to the Purchaser and he can hold the same until the Licence expires on the 30th day of November, 1911.

With the above will be sold The Single-Screw Steam Launch "King Edward" Licence No. 372, Length 60 ft. 5 in., Breadth 16 ft. 3 in., Depth 7 ft. Gross Tonnage 27.15, Net Tonnage 11.39, together with all her Tackle, Gear and Apparatus, Engines and Boilers as she now lies afloat in the Victoria Harbour. This Steam Launch was in the Month of May, 1911, thoroughly over-hauled and repaired.

Particulars and Conditions of Sale may be obtained from the Undersigned and from the Auctioneers.

Orders to view the premises excepting the premises of the sub-leases may be obtained from the Undersigned.

JOHNSON, STOKES & MASTER, Prince's Buildings, Hongkong, Solicitors for the Vendors.

Hongkong, 9th October, 1911. [1255]

LOSS OF APPETITE.

HOW TO RESTORE IT RAPIDLY.

With a good constitution and an intelligent observation of the precautions which have to be taken to counteract the deleterious action of the climate, there is no reason why life in a hot country should not run on the same healthy lines as in more temperate climates.

Unfortunately, however, it is a matter of every day observation that it does not do so. The first intimation of anything being wrong generally comes in a loss of appetite. This is nature's warning that less food should be taken, so that the body may have time to recover its equilibrium through less work being given to the digestive organs on the one hand, and less strain being put on the nerves which regulate them on the other.

At the same time, it has always to be borne in mind that the taking of less food is always followed by the desire to take still less. The result is that the individual may get run down into a condition of great weakness. It is necessary, therefore, to exercise the greatest care and intelligence in cutting down the daily supply of food.

Without a certain amount of nitrogenous food, the body's force cannot be kept up. That is a fundamental law of physiology which has to be observed by everyone in all climates. Meat is the chief source from which that all important element nitrogen is obtained. Meat and meat foods are, however, too "heating," to use a common expression, under these conditions of falling appetite, and they contain so much waste matter that they throw too much work on the already over-worked excretory organs. In fact, it may be that this very condition of overwork which is the cause of loss of appetite.

ABSOLUTELY CONVINCING REASONS. To regain appetite and the healthy enjoyment of one's food, which is a provision of nature to aid the digestion, it is necessary to take food which will stimulate the digestive functions and supply nourishment in which there is little or no waste, thus relieving the excretory organs of much labour.

For this purpose, nothing can compare with Santogen, which has been described by a medical journal as "a food which is all food, with no waste." Moreover, it helps the digestion of other food, and thus enables the system to make better use of what has been taken.

The reason why Santogen acts in this way is very simple. It is composed of the body-building or nitrogenous element of the purest cow's milk, "chemically combined" with phosphorus in the exact form in which it is found in the brain and nervous system. It has, therefore, to undergo relatively little digestion before it is assimilated and taken into the blood stream to nourish the body in general and the nervous system in particular. One of its principal actions is on the organs which manufacture the red blood corpuscles. These are vitally important, for if they fall below a certain number the individual suffers from anaemia, with its long list of depressing and enervating symptoms, like lassitude, languor, shortness of breath, palpitation of the heart, faintness, headache, noises in the ears, spots before the eyes, indigestion and constipation, with, in women, an additional set of well-known symptoms, which are often attended with considerable pain and an even greater degree of weakness than when men are the sufferers.

NO LESS CONVINCING TESTIMONY. In these cases of loss of appetite Santogen often acts like a charm, especially in the case of children, in whom the loss of a desire for food naturally tells with greater rapidity and effect than in grown-up people. In such cases the following statement of a physician practising in Bangalore may be regarded as typical:—

"I have an interesting case in which Santogen has had a remarkable effect. The subject was a boy, eleven years old, who was very anæmic, was very thin, and was unable to play and study, while he suffered, at least once a week, from a severe chest pain which, it was feared, would culminate in that dreaded malady, Angina Pectoris. He had only taken Santogen for three days when, to the surprise of his parents, he was found to be cheerful and active and his appetite was returning. He realised his usual food and he lost the pains in the chest. His description of the effect of Santogen was decidedly quaint. He said:—'I feel while taking it as if some energy or current of strength was being poured into my chest.' This is the same expression of the effect of Santogen."

The remarkable thing about this child's experience is that it is made almost in the exact words of a distinguished London author, who wrote to the proprietors, "almost immediately after taking Santogen I feel as if a stream of liquid life had been poured into me."

Santogen can be obtained of MESSRS. JOHNSON & CO., HONGKONG, STOKES & CO., LTD., 215/217, Des Voeux Road, Hongkong, and of all Chemists. [105-415]

STOMALIX

Sole of Carcin. Cures Pyrosis and 95 per cent. of Diseases of the Stomach and Intestines, painful and otherwise.

Distributing Agents: FRANCIS NEWBURY & SONS, Ltd., London, Eng.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS' PRINTING WORKS

turn out the Best Printing at Reasonable Price

WM. POWELL, LTD.

ENTIRELY NEW STOCK OF CARPETS

AXMINSTER AND VELVET SEAMLESS SQUARES

WITH HEARTHBUGS TO MATCH.

FURNISHING DEPARTMENT.

PHONE 346.

[1130]



Tickles the Palate

BUDDHA RELICS. WORK NEAR PESHAWAR.

A further report on the excavations round Shah-jik-Dheri, Peshawar, which yielded Buddha relics three years ago, has been published. Fresh excavations were undertaken last cold weather. As anticipated, the excavation proved that the monument rose from a square base of 180 feet in length with projections further recessed, having a total length of 50 feet from the main wall. At each corner of the main wall was a bastion-like structure. From the existing top of the main wall at the north-west corner a trench was driven to the south-east into the mound in an endeavour to discover the procession path but not a trace was found. A radiating wall running from the pit where the relics were found in 1909 was exposed by this digging, but it was broken at a distance of 24 feet from the centre of the mound, so the hope that the outer end of this retaining wall would give the circumference of the "stupas" drum was not realised. Many small "stupas" have been found, but very little in the way of sculptures. A number of small terra cotta and stucco heads of almost grotesque appearance were discovered on the east of the monument, but nothing to indicate their original position. On the whole the excavations yielded but little that had not been already indicated by Dr. Spooner's previous work on this site except in one particular, nor can it be that the little structure is one of the two small "stupas" which Hsuen Tsang tells us were engraved (or carved) on the southern side of the steps, on the eastern face of the great stupa. It is indeed of the same shape and proportion as the great stupa. It is true that it is not carved, but built, it is more to the east than to the south, and moreover, has nothing to indicate the existence of towers or bastions in the four corners. But there is obviously some doubt as to the translation of Lo Cho as carved or engraved. The direction can be considered.

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metal being much corroded. Quite apart from the fact that after the lapse of such a period as must have elapsed since the destruction of these monastic buildings a great many articles have necessarily decayed and completely disappeared, and although it is very probable that the domestic utensils and fittings of the monastery, likely to resist the ravages of fire and time, were but few, the paucity of the finds up to the present may in part be due to the fact that all excavations on this site seem to be outside buildings. If, therefore, investigation of this site is likely to result in the discovery of that which will throw light upon the internal arrangements of a Shingharana on the plains of Gandhara or of the inscriptions and memorial tablets of which the pilgrims speak, it will be when the inside rooms are cleared and that clearance still remains to be undertaken—Times of India.

A CHINESE THEATRE IN MANILA. REVOLUTIONARY ENTHUSIASM.

The Manila *Callersness* of the 14th inst. prints the following:—

Young China in Manila was to the front last evening in the entertainment given at the Grand Opera House, in the representation of the death of the Tartar General of Canton and the recent entry of the revolutionists into the city and their eventual destruction of the Yamen of the Viceroy.

The theatre was packed, several of the boxes being occupied by Americans, who evinced a great interest in the proceedings.

The entire programme was intensely revolutionary, and was given for the purpose of raising funds to assist the revolutionists who are now threatening the permanency of the present Manchu dynasty.

Before the commencement of the regular programme patriotic speeches were given in Chinese by prominent Chinese men and women, three of the latter urging their compatriots to render what assistance they could to the cause.

The general trend of all the speeches was descriptive of the alleged abuses committed by the Manchus against the Chinese. The way in which the Chikanan was handicapped in his own country to-day by corrupt officials was vividly portrayed. At the close of the speeches, Dr. Teo Han Koo, one of the best known local Chinamen, came to the front of the stage, accompanied by two assistants, and, unfurling the flag of the present revolution, called for three cheers. For several minutes the house was in an uproar, the mass of people that had gathered to witness the staging of the great tragedy surging backward and forward and shouting themselves hoarse.

The play told of the killing of the Tartar General by a reformer from Singapore. The opening scene was the appearance of Dr. Teo Han Koo in the role of the now famous reformer, who was followed by a number of characters representing the vice-president and other members of the revolutionary society of Canton, and of the editor of the Chinese newspaper that advocated the killing of the General as a protest against the corrupt government.

Another scene showed the plot of the young school girls who were being educated by the Christian missionaries to secretly carry bombs into the city of Canton in receptacles generally used for carrying Jose papers to the temples, clear women, they were not molested or searched by the police and were able to carry out their part of the plot without difficulty.

Another scene presented the entry of the revolutionists into the city and the order of the Viceroy to close the gates of the city. The order comes too late, however, for those inside assist the entry of their comrades and a fierce fight ensues, the result of which is somewhat obscure from the representation.

At this stage the play ends and will be continued this evening commencing at 8.30. The second part of the play will represent the burning of the Yamen and the attempted killing of the Viceroy. All the characters are local Chinese, and judging from appearances the revolutionists have a strong backing in Manila.

Dr. Teo Han Koo explained in his speech that the purpose of the revolution was to overthrow the Manchu dynasty; that there was no element of anti-foreign feeling among the leaders or their followers, but that everything was being done to win the applause of the civilized foreign nations in the hope that they would not do anything to hinder Young China from struggling for an existence in its own native land.

BECHSTEIN PIANOS

SOLE AGENTS:

ROBINSONS.

734

THE LEEDS FORGE CO., LD., LEEDS

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES and "BOGIES" and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LD.

[1185] Agents, BUTTERFIELD & SWIRE.

SPORTS! SPORTS!!

CRICKET.

TENNIS.

HOCKEY.

FOOTBALL.

GOLF.

CROQUET, &c., &c.

SEE OUR GOODS

BEFORE

PURCHASING ELSEWHERE.

PRICES MODERATE.

WRITE FOR CATALOGUE

JOHN ROBERTS & CO., LD.,

SPORTS GOODS MANUFACTURERS, BOMBAY.

Telegrams: "Billiards," Bombay.

[1134-3]

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"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

[193]

"Analysis PROVES that"

PLASMON COCOA

yields a Delicious Beverage of much greater nutritive value than ordinary cocoa.—*British Medical Jnl.*

COCOA IN PERFECTION.

PLASMON is used by the ROYAL FAMILY

Plasmon, Ltd., London, Eng.

APIOLINE (CHAPOTEAUT)

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

Big G

Remedy for all kinds of skin diseases, including eczema, psoriasis, and other eruptions.

It is a powerful antiseptic and disinfectant, and is used by the medical profession.

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KEATING'S LOZENGES

THE WORST COUGH

One gives relief. An increasing sale of over 50 years is a certain test of their marvellous value.

Sold by all Chemists.

SELF CURE NO FICTION! NO SUPERSTITION! NO DECEIT! THE NEW FRENCH REMEDY, THERAPION NO. 1

is a remarkably short time, often a few days only, cures discharge of either sex, suppurating infections, gonorrhoea, syphilis, and all other venereal diseases, and is used by the medical profession.

THERAPION NO. 2

Cures blood poisoning, bad legs, ulcers, sores, painful swollen joints, &c., when medicinal treatment fails.

THERAPION NO. 3

Cures chronic rheumatism, lost vigor and vitality, and is used by the medical profession.

Minor Number Therapion & all self treatment directions enclosed, or sent free by post (5/-) from The LeClerc Medicine Co., Havrelock Rd., Haverlock, London, Eng. Try New Drugges (Tablets) form of Therapion easy to take, and in the best form. Trade Marked word "THERAPION" is on British Patent Stamp, affixed to every genuine packet.

THERAPION NO. 4

CURES TO STAY CURED.

KEATING'S LOZENGES

THE WORST COUGH

One gives relief. An increasing sale of over 50 years is a certain test of their marvellous value.

Sold by all Chemists.

WEATHER REPORT

PERSIA 9,000 Tons **FRIDAY,** 20th Oct., at 1 P.M.
CHINA 10,200 Tons **FRIDAY,** 17th Nov., at 1 P.M.
THE "PERSIA" will leave for **SAN FRANCISCO** via **SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANZUOLU,** on **FRIDAY, 20th Oct., at 1 P.M.**
 On the Fine Mail Steamers, **CHINA** and **PERSIA** 2nd Class, at 1 P.M.
SALOON SERVICE is furnished at Intermediate rates.
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. **\$43.**
HONGKONG TO SAN FRANCISCO via New York. **54K**

STEAMERS

ALOISIOUS, British str., 4,278, Riepenhausen, 9th October—Liverpool via Singapore 1st Sept., General—Butterfield & Swire.

ARABIAN, Danish str., 4,513, J. B. Corriani, 4th Oct.—Antwerp 27th Aug. General, Paper and Iron—Melchers & Co.

BOENSO, German str., 1,344, F. Sembill, 12th Oct.—Sandakan 7th October, Timber—Melchers & Co.

CARL DIERCKHOFFSEN, German str., 774, C. Jurgensen, 15th October—Haiphong and Hoibow 14th Oct., General—Jensen & Co.

CHENAN, British str., 1,350, W. Lloyd Jones, 16th Oct.—Shanghai 12th Oct., General—Butterfield & Swire.

HIPSINGH, British str., 1,199, E. Mooney, 16th Oct.—Tientsin 10th Oct., General—Chinese.

STAWONGSE, German str., 1,057, E. Gathmann, 29th Sept.—Manila 25th Sept.—Butterfield & Swire.

OKURA MAEU, Japanese str., 1,946, S. Kumawaki, 4th Oct.—Moji 25th Sept., Coal—Mitsui Bishi Goshi Kwaisha.

ARONGANG, British str., 1,356, S. Wilde, 14th Oct.—Singapore 14th October, General—Jardine, Matheson & Co.

AROL, French str., 739, C. Bouhier, 15th Oct.—Haiphong and Hoibow 13th October, General—A. B. Marty.

KONGWAL, German str., 1,777, F. Nicolaissen, 5th Oct.—Bangkok and Swatow 4th Oct., Rice and Meal—Butterfield & Swire.

LAERTES, British str., 1,340, C. C. Page, 9th Oct.—Saigon 5th Oct., Rice and General—Wo Fat Sing.

MACHEW, German str., 996, R. G. Zöllner, 9th Oct.—Singapore 1st and Hoibow 8th Oct., General—Butterfield & Swire.

MARIE, German str., 1,169, H. Schlaifer, 7th Oct.—Saigon 2nd Oct., Rice and General—Butterfield & Swire.

MATEHIDE, German str., 831, Chr. Uiderup, 11th October—Haiphong and Hoibow 11th Oct., Coal and General—Jensen & Co.

NELEUS, British str., 4,260, Robt. Davy, 16th October—Singapore 16th Oct., General—Butterfield & Swire.

PERSIA, British str., 2,744, A. Lockett, 11th October—San Francisco 13th September, General—Pacific Mail Steamship Co.

PONGROK, German str., 998, W. Bolefahy, 5th Oct.—Bangkok 28th Sept., Rice and Takwood—Butterfield & Swire.

QUAER, German str., 1,827, Danielssen, 15th Oct.—Java 10th Oct., General—Sander, Wieler & Co.

SIAM, British str., 992, Robt. A. Binns, 2nd Oct.—Singapore 25th Sept., Kerosene oil—Asiatic Petroleum & Co.

SESSU MAEU, Japanese str., 1,119, K. Suga, 14th Oct.—Amoy, Amoy via Swatow 14th Oct., General—Osaka Shosen Kaisha.

SINGKIAN, British str., 1,087, H. Mathias, 1st Oct.—Haiphong 26th Sept., General—Butterfield & Swire.

TAIYUAN, British str., 1,458, F. D. ...

E. Arndt	Mr. & Mrs. H. A. Niabe	T
& Mrs. Auncott	and child	F
W. Aufferman	Miss K. A. Massey	S
H. Bennett	Mr. & Mrs. J. F.	S
& Mrs. G. D. R.	MacGregor	S
Rick	Mr. E. J. McNulty	S
& Mrs. B.W. Brown	Mr. F. S. Morrison	M
Mr. & Mrs. M. Crawford	& Mrs. J. B. Penman	T
& Mrs. A. Darley	Sir Francis Piggett	
and maid	Mr. J. Robertson	
& Mrs. D. Donnell		

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Winstock	7 a.	29.85	45	88	NNW	2	o
Nemuro	6 a.	29.87	"	"	ENE	5	"
Hakodate	"	29.50	"	"	ENE	3	"
Tokio	"	29.35	"	"	SW	3	"
Kochi	"	29.35	"	"	SSW	3	"
Nagasaki	"	29.35	"	"	ENE	3	"
Kagoshima	"	29.98	"	"	N	2	"
Oshima	"	30.04	"	"	N	4	"
Naha	"	30.11	"	"	NNW	4	"
Ishijima	"	30.07	"	"	W	1	"
Bonin Is.	"	29.94	"	"	W	1	"
Chesoo	6 a.	"	"	"	"	"	"
Wahaiwai	9 a.	30.14	65	49	N	7	bm
Hankow	"	"	"	"	"	"	"
Kiukiang	"	"	"	"	"	"	"
Shanghai	9 a.	30.29	69	61	NW	2	b
Gutzlaff	"	30.24	62	72	NW	2	b
Sharp Peak	"	30.28	67	59	NW	2	b
Amoy	6 a.	30.23	66	78	N	2	b
Swatow	"	30.17	52	89	NE	2	b
Taihook	5 a.	30.21	"	"	NE	2	b
Taishu	"	30.11	"	"	N	2	"
Taiwan	"	30.10	"	"	N	4	"
Koshun	"	30.08	"	"	NE	10	"
Ferdinand	"	30.11	"	51	N	2	b
Canton	9 a.	30.23	68	51	N	2	b
Hongkong	10 a.	30.20	73	61	N	4	b
Vict. Peak	"	"	"	"	ENE	1	"
Gap Rock	"	30.17	"	"	NE	4	b
Macao	"	30.20	70	"	NE	5	"
Wuchow	9 a.	"	"	"	N	2	"
Holhow	"	"	"	"	"	"	"
Pakhoi	"	"	"	"	"	"	"
Phu Lien	8 a.	30.20	73	"	NE	3	b
Tourane	"	30.08	75	"	NE	2	b
C. St. James	"	29.98	77	"	E	5	"
Aparr	"	29.97	75	"	NE	4	b
Manila	10 a.	29.96	62	85	"	4	b
Bagani	"	29.93	77	"	"	0	b
Iloto	9 a.	"	"	"	N	1	"
Cebu	"	29.92	83	"	NE	1	"
Labuan	"	29.93	84	"	"	"	"

Hongkong Observatory, October 17th.			
	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.07	30.20	30.12
Temperature ...	73	73	73
Humidity	44	51	57
Wind Direction ...	East	North	E
Force	2	1	2
Weather	b	b	b
Moon			

HIGH WATER.				LOW WATER.			
Week.	Days of Month.	H'kong Mean Time.	Height.	H'kong Mean Time.	Height.	ft.	in.
ed.	18	h. m.	ft. in.	h. m.	ft. in.	ft.	in.
		6 2	6 9	0 3	4 8	1	8
ure.	19	7 0	5 8	1 0	4 1	1	8
		8 2	6 9	2 1	4 4	2	0
i.	20	8 5	6 4	1 32	4 0	2	0
		8 43	6 3	2 13	3 3	2	0
t.	21	8 15	6 7	2 35	3 0	2	0
		9 4	6 8	2 44	2 6	2	6
a.	22	9 39	6 7	3 16	2 3	2	6
		9 24	7 1	3 11	2 9	2	6
		10 21	7 0	3 11	2 3	2	3
		9 43	7 0	3 55	2 3	2	3
on.	24	11 4	7 0	3 55	2 3	2	3

SHIPPING

ARRIVALS.

CHITUM, Chinese str., 1,177, Wm. Jamieson, 17th Oct.—Shanghai 14th Oct. General—C. M. S. N. Co.

DAIYA MARU, Japanese str., 2,793, K. Koyama, 17th Oct.—Wakamatsu 13th Oct. General—Kobe Yusen Kaisha.

DERFFLINGER, German str., 5,143, F. Proesch, 16th Oct.—Shanghai 14th Oct. General—Melchers & Co.

FOOKSANG, British str., 1,359, J. M. Hay, 16th Oct.—General—Jardine, Matheson & Co.

KWONGSANG, British str., 1,428, W. F. Richard, 17th Oct.—Shanghai 13th Oct. General—Jardine, Matheson & Co.

LOONGSANG, British str., 1,095, G. W. Leusk, 17th Oct.—Manila 14th Oct. General—Jardine, Matheson & Co.

MICHAEL JESSEN, German str., 951, J. Petersen, 17th Oct.—Manila 14th Oct. General—Jardine, Matheson & Co.

SABINE RICKMERS, Dutch str., 513, D. E. Bevo, 16th Oct.—Swatow 15th Oct. General—Asiatic Petroleum Co.

TAMARU, British str., 999, M. Cullock, 17th Oct.—Ochofo 11th Oct. General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 17th October.

Capt. Diederichsen, German str., for Haiphong.

Capt. Diederichsen, German str., for Canton.

Capt. Diederichsen, German str., for Europe, &c.

Capt. Diederichsen, German str., for Haiphong.

Capt. Diederichsen, German str., for Canton.

Capt. Diederichsen, German str., for Europe, &c.

Capt. Diederichsen, German str., for Haiphong.

Capt. Diederichsen, German str., for Canton.

Capt. Diederichsen, German str., for Europe, &c.

DEPARTURES.

17th October.

CANADA MARU, Japanese str., for Shanghai.

CATERINE APACHE, Brit. str., for Singapore.

CHENAN, British str., for Canton.

CHINA, American str., for Shanghai.

EUROPE, British str., for Australia.

EUROPE, British str., for Singapore.

HAYANG, British str., for Swatow.

KWONGSANG, Chinese str., for Shanghai.

KWONGSANG, Chinese str., for Canton.

PRINZ WALDEMAR, German str., for Kobe.

RAJAHMUN, German str., for Swatow.

RUBENS, British str., for Singapore.

SOMALI, British str., for Chingwantao.

TEAN, British str., for Manila.

TULIOW, Dutch str., for Amoy.

THANQUARR, Dutch str., for Singapore.

VANDANA, German str., for Shanghai.

SHIPPING REPORT.

The Chinese str. *Chingwantao* reports: Strong N.E. monsoon throughout.

The British str. *Fooksang* reports: Experienced fresh monsoon and rough sea, fine and clear weather throughout.

PASSENGERS.

ARRIVED.

Per *Koyama*, from Shanghai, &c., Messrs. Stier and Weil.

Per *Fooksang*, from Calcutta, &c., Capt. J. A. P. Weber and Mr. J. S. Shipley.

Per *Loongsang*, from Manila, Mrs. M. A. Urban, Mrs. W. P. Pardo, Mrs. M. M. Rockes and Mrs. W. D. Bowdman.

DEPARTED.

Per *Hayang*, for Swatow, Messrs. D. Macdonald, A. W. Stafford, Mrs. Stafford, for Fookchow, Mr. W. Griffin.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Korea* arrived at Manila on the 15th inst., and leaves there on the 20th inst., and is due to arrive at Hongkong on the 22nd inst., at daylight.

The T.K.K. str. *Shinyo Maru* with U.S. mails arrived at Yokohama on the 14th inst., sails thence on the 16th inst. for Hongkong, and is expected to arrive here on or about the 24th inst.

The P. M. S. S. Co. str. *Siberia* was dispatched from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 31st inst.

The P. M. S. S. Co. str. *China* was dispatched from San Francisco on the 11th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 7th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *Albion* left Port Darwin on the 9th inst. for Manila and this port.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of India* left Vancouver, B.C., on the 4th inst. p.m., for Hongkong (via usual ports of call).

THE GERMAN MAIL.

The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 20th ult., left Singapore on the 14th inst., at midnight, and may be expected here to-morrow at 6 a.m.

THE INDIAN MAIL.

The Indo-China str. *Kunyang* from Calcutta left Singapore on the 14th inst., and is due here on or about the 21st inst.

MERCHANT STEAMERS.

The Russian str. *Sibir* left Moji on the 13th inst. for this port, and is due to arrive here to-day.

The American & Oriental Line str. *Welsh Prince* left Keelung on the 16th inst. morning, and is due here to-day at daylight.

The Hamburg-America Line str. *Freienfels* left Singapore on the 15th inst. p.m., and may be expected here to-morrow a.m.

The P. & O. S. N. Co.'s str. *Namur* left Singapore for this port on the 14th inst., at 6 a.m., and is due here to-morrow at about 6 a.m.

The P. & O. S. N. Co.'s str. *Ceylon* left Singapore for this port on the 15th inst., at 7 a.m., and is due here on the 20th inst., at about 4 p.m.

The str. *Glasgow* passed the Suez Canal on the 29th ultimo, and is due here on or about the 31st inst.

The P.K.K. str. *Hongkong Maru* sailed from Manzanillo on the 9th inst. for Hongkong, and is expected to arrive at this port on or about the 27th prox.

The Megal Line str. *Lithia* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

The Olof Wijk & Co. str. *Peking* left Port Said on the 8th inst., and is expected here on or about the 7th prox.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co.'s str. *Empress of Japan*, which left here on the 23rd ultimo, arrived at Vancouver, B.C., on the 15th inst., at 6 a.m.

The cargo of Silk shipped on board the M.M. str. *Yorck*, which left this port on the 15th August, was delivered in Lyons on the 16th ultimo.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Usual Ports or Call	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON & ANTWERP	SUMATRA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 11th Nov.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BELOARATIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINE	On 24th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 16th Nov.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINE	On 28th inst.
HAVRE, BREMEN & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINE	On 8th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	BAVERN	Ger. str.	k. w.	Brohm	HAMBURG-AMERIKA LINE	On 21st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	FREIENFELS	Ger. str.	k. w.	Sandstedt	HAMBURG-AMERIKA LINE	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISUMI MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 8th Nov., at D'light
VICTORIA, B.C. & SEATTLE VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hingino	NIPPON YUSEN KAISHA	On 7th Nov., at Noon
YOKOHAMA, AOMORI, GHARATTA & SOUTHAMPTON	AWA MARU	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	Today, at Noon
YOKOHAMA, AOMORI, GHARATTA & SOUTHAMPTON	DERFFLINGER	Ger. str.	—	F. Proesch	ARNHOLD, KASBERG & Co., Ltd.	On 26th inst., at 2 p.m.
YOKOHAMA, AOMORI, GHARATTA & SOUTHAMPTON	AUSTRIA	Aus. str.	—	Raloch	DODWELL & Co., Ltd.	To-morrow
YOKOHAMA, AOMORI, GHARATTA & SOUTHAMPTON	WELSH PRINCE	Am. str.	—	Sheppard	THE BANK LINE, LIMITED	About 13th inst.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—	J. Mathio	CANADIAN PACIFIC R. CO.	On 4th Nov. at 6 p.m.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	LUCERIO	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC R. CO.	On 30th Dec., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	W. Davison	PACIFIC MAIL S.S. CO.	On 26th inst., at 1 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. Leckett	PACIFIC MAIL S.S. CO.	On 28th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERSEA	Brit. str.	—	H. S. Smith	TOTO KAISEN KAISHA	On 3rd Nov., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	E. S. Smith	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SAN FRANCISCO VIA KEELUNG, SHANGHAI & JAPAN, &c.	TAIYUAN	Jap. str.	1 m.	M. Winckler	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	KUHAMO MARU	Jap. str.	—	H. Bromer	NIPPON YUSEN KAISHA	On 4th Nov., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 26th inst., at Noon
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	Quick despatch
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	H. Koope	JAPANESE-AMERICAN LINE	On 13th Dec., at Noon
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Mitchie	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon
JAPAN	HONGKONG MARU	Jap. str.	—	Poreytha	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 4 p.m.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	TINGSANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
WEIHAIWEI, CHEFOO & NEWCHANG	KUICHOW	Brit. str.	1 m.	F. A. Mitchell	BUTTERFIELD & SWIRE	About 13th inst.
WEIHAIWEI & TIENSIN	CHIPPING	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	J. Randermann	BUTTERFIELD & SWIRE	On 21st inst., at M'night
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	On 24th inst., at D'light
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	YORCK	Ger. str.	—	A. E. A. Baker	NIPPON YUSEN KAISHA	On 26th inst., at 4 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 28th inst., at M'night
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	Quick despatch
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	k. w.	H. Nomura	OSAKA SHOSHEN KAISHA	On 22nd inst., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	FEIENFELS	Ger. str.	—	S. Benson	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CEYLON	Brit. str.	—	S. Baschian	DOUGLAS LARPAKE & Co.	On 20th inst., at Noon
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	LYNAN	Brit. str.	1 m.	J. B. Harris	DOUGLAS LARPAKE & Co.	On 24th inst., at Noon
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	Rooey	DOUGLAS LARPAKE & Co.	On 27th inst., at 11 a.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	J. S. Bosch	SHEWAN, TOMES & Co.	On 20th inst., at 4 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CHIHUWA	Brit. str.	1 m.	W. C. Pasmore	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	SCADIA	Brit. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	AKUTU	Brit. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	PEKING	Swed. str.	1 m.	S. H. Rolfe	SHEWAN, TOMES & Co.	On 30th inst., at 4 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	TULUWAP	Dut. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
SWATOW & AMOY	SOGHU MARU	Jap. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 24th inst., at 2 p.m.
TAMSU VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 2 p.m.
FOOCHOW VIA SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
SWATOW, AMOY & FOOCHOW	HAIZAN	Brit. str.	2 h.	J. S. Bosch	OSAKA SHOSHEN KAISHA	Quick despatch
SWATOW, AMOY & FOOCHOW	HAICHONG	Brit. str.	2 h.	W. C. Pasmore	OSAKA SHOSHEN KAISHA	On 22nd inst., at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAIXANG	Brit. str.	2 h.	J. W. Evans	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	—	M. C. Smith	DOUGLAS LARPAKE & Co.	On 20th inst., at Noon
MANILA, ILOILO & CEBU	LOONGSANG	Brit. str.	—	W. C. Pasmore	DOUGLAS LARPAKE & Co.	On 24th inst., at Noon
MANILA, CEBU & ILOILO	KALANG	Brit. str.	1 m.	M. C. Smith	DOUGLAS LARPAKE & Co.	On 27th inst., at 11 a.m.
MANILA, CEBU & ILOILO	YENSANG	Brit. str.	—	S. H. Rolfe	SHEWAN, TOMES & Co.	On 20th inst., at 4 p.m.
MANILA, CEBU & ILOILO	RYU	Am. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 24th inst., at 2 p.m.
BATAVIA, CHERIBON, SAMARANG, &c.	THIBODAS	Dut. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 2 p.m.
BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	J. S. Bosch	OSAKA SHOSHEN KAISHA	Quick despatch
KUDAT & BANDAKAN	BORNEO	Ger. str.	—	F. Sombali	OSAKA SHOSHEN KAISHA	On 22nd inst., at 10 a.m.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Fre. str.	—	E. de Catalano	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"DERFFLINGER," Capt. F. Proesch	17,000	Wednesday, 18th Oct., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"YORCK," Capt. J. Randermann	17,000	About 18th Oct.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. F. Issek	6,000	About 17th Oct.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Sembill	5,000	Friday, 21st Oct., at 10 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th October, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5TH.
"YORCK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOHRS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. With Liberty to Call at the Mainbar Coast.)

THE Steamship

"WELSH PRINCE." Capt. Sheppard, will be despatched for the above Ports on THURSDAY, the 19th October. For Freight and Passage, apply to ARNOLD, KASBERG & Co., General Agents. Hongkong, 14th October, 1911. [1136]

BEGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PATRICK"

On or about 23rd Oct.

For Freight and further information, apply to

RODWELL & Co., Ltd., Agents.

Hongkong, 7th October, 1911. [1173]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"AUSTRIA," Capt. Raloch, will be despatched as above on THURSDAY, 20th Oct., 2 P.M.

This Steamer has special accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDBER, WIELER & Co., Agents.

Princess Buildings.

Hongkong, 28th September, 1911. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, COCHIN, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this for Bombay, Madras and London Direct, on SATURDAY, the 28th October, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "Macedonia," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tees and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay by the s.s. "MOREA," due in London on the 9th December, 1911.

Passage will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th October, 1911. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE," Capt. G. C. Cundy, will be despatched for the above mentioned Ports about 11th November.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 16th October, 1911. [1269]

ON SALE.

BUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 2nd August, 1911

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, sailing at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong.

"EMPERESS OF INDIA" SAT., 4th Nov. "EMPERESS OF JAPAN" SAT., 2nd Dec. "MONTEAGLE" SATURDAY, 30th Dec. 1912

From St. John.

"EMPERESS OF BRITAIN" FRI., 1st Dec. "EMPERESS OF IRELAND" FRI., 29th Dec. 1912

"EMPERESS OF INDIA" SAT., 27th Jan. "EMPERESS OF IRELAND" FRI., 22nd Mar. "EMPERESS OF JAPAN" SAT., 24th Feb. "EMPERESS OF IRELAND" FRI., 22nd Mar.

Steamships leave HONGKONG at 6 a.m.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Great Line.

R.M.S. "MONTEAGLE" or Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya opposite Blake Pier.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. F. E. Andrews, R.N.R. CEYLON Capt. A. E. A. Baker	About 19th Oct. About 20th Oct.	Freight and Passage Freight only
SHANGHAI	ARCADIA Capt. S. Barcham	About 26th Oct.	Freight and Passage
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon 28th Oct.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 1st Nov.	Freight and Passage

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHENAN" "TAIYUAN"	On 19th Oct., 4 P.M.
SHANGHAI, WEIHAIWEI, and TIENTSIN	"LINAN" "KAIHONG" "KAIHONG" "CHINHUA" "ANHUI" "TAMING"	On 21st Oct., M'night On 22nd Oct., 4 P.M. On 24th Oct., 4 P.M. On 26th Oct., 4 P.M. On 28th Oct., M'night On 31st Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships. Electric Fans fitted. Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIHONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. FREIENFELS	20th Oct.
S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SPEZIA	2nd Dec.
S.S. REGOVIA	14th Dec.
S.S. SILEBIA	27th Dec.
S.S. AMBRIA	10th Jan.
S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HOMEWARD.

For ROTTERDAM, HAMBURG & ANTWERP:

S.S. HELGRAVIA	24th Oct.
For HAVRE, BREMEN & HAMBURG:	
S.S. SENECA	28th Oct.
For HAVRE & HAMBURG:	
S.S. BAYERN	8th Nov.
For ROTTERDAM, HAMBURG & ANTWERP:	
S.S. SACHSEN	11th Nov.
For HAVRE & HAMBURG:	
S.S. ARCADIA	16th Nov.
For HAVRE & HAMBURG:	
S.S. FREIENFELS	21st Nov.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th October, 1911.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 19th Oct., D'light.
SHANGHAI via SWATOW	"HANGSANG"	Thursday, 19th Oct., Noon.
TIENTSIN	"CHIPSANG"	Friday, 20th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 24th Oct., D'light.
WEIHAIWEI, CHEFOO and NEWCHWANG	"TINGSANG"	Thursday, 26th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 28th Oct., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS.)

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHEWSON & CO., LTD.,
GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days.)

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Rosch	FRIDAY, 20th Oct., at Noon.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th Oct., at Noon.
"HAICYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARPAIK & CO.,

GENERAL MANAGERS.

Hongkong, 18th October, 1911.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS:

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMERS	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon 1912.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON £71.10.0.

To VALPARAISO Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

These concessions apply to San Francisco Line Only.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Diaké Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 25th Oct., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

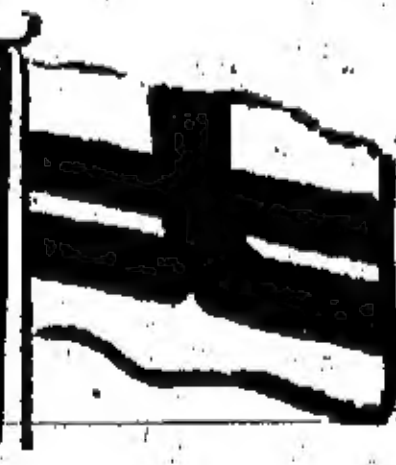
TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.



FOR

STEAMERS

Tons

(Gross reg.)

LEAVING

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STEAMERS

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